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# Today's Cars are Longer Lived

By Marcus Ainsworth
and Adolph F. Schwartz*

LIFE expectancy for passenger cars has increased from 7.04 years in 1924 to 8.58 years in 1938. During the same period of time the average age of cars in use has climbed from 3.07 years to 4.54 years. These changes may be attributed to several factors such as improved construction of passenger cars both in materials and design, better lubricating oils and greases, tires that add greatly to the riding qualities of the cars and thus relieve strains and stresses formerly experienced, and the great progress that has been made in our highway construction. However, in our opinion, the greatest single factor responsible for the increase in the life expectancy has been the general economic conditions throughout the country during the past eight years. The number of yearly trade-ins has materially decreased and the passenger car owner has been forced to realize that there are many more years of life in a car than prior to the depression period.

In 1926, Prof. C. E. Griffin of the University of Michigan conducted a thorough and comprehensive survey of motor vehicle registrations in order to determine the life expectancy of motor vehicles of various ages, or, in other words, the rate at which automobiles are eliminated from use. The major result of his survey was a Generalized Life Table for Motor Vehicles, shown in the Chart below. While many attempts have been made to use this Life Table or modifications of it up through recent years, during the past four or five years the resultant estimates produced by its use were far from satisfactory and failed to apply to existing conditions. For this reason it was felt advisable to conduct a new survey of registrations in order to find out just what changes had occurred over the past 10 or 12 years.

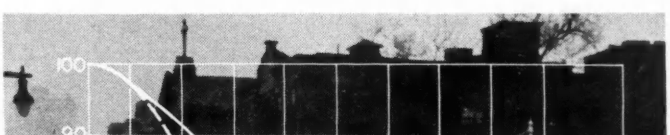


**Chart showing the generalized life curve of automobiles as plotted on the dotted line by Professor C. E. Griffin for 1924 and the solid line plotted from 1938 data compiled by the authors**

In all of our work on this survey of registrations we have attempted to follow as closely as possible the method of procedure used by Professor Griffin. However, some deviations have been necessary due to changes in basic data. While he confined his study to the registrations of the State of Michigan alone, we felt it advisable to secure a larger sample which would be more representative of different areas of the country. We, therefore, took as our

* The Penn Mutual Life Insurance Company.

sample the passenger car registrations for the States of New York, Ohio and Kansas, which represented a total registration of over 4,000,000 passenger cars as compared with about 868,000 motor vehicles for the Michigan study. These car registrations were furnished us through the courtesy of the Motor Statistical Department of R. L. Polk & Co., who compile monthly new car and truck registrations and a yearly count of total registrations by makes of car or truck and their year of manufacture. Without this cooperation of R. L. Polk & Co., this survey could not have been made.

From these data of the 1937 and 1936 registrations it was found that the cars in the registrations of these two years were composed of cars of different years of manufacture. This breakdown is shown as follows:

## Table 1

| Year of Manufacture (1) | Number in 1937 Registrations (2) | Number in 1936 Registrations (3) | Number Eliminated (3 minus 2) (4) | Specific Death Rate in Per Cent (4 ÷ 2) (5) |
|---|---|---|---|---|
| 1935 | 391,954 | 407,114 | 15,160 | 3.7 |
| 1934 | 319,178 | 328,372 | 9,194 | 2.8 |
| 1933 | 274,296 | 284,944 | 10,648 | 3.7 |
| 1932 | 220,950 | 228,052 | 7,102 | 3.1 |
| 1931 | 344,601 | 361,011 | 16,410 | 4.5 |
| 1930 | 389,942 | 422,318 | 32,376 | 7.7 |
| 1929 | 512,081 | 597,239 | 85,158 | 14.3 |
| 1928 | 275,346 | 362,822 | 87,476 | 24.1 |

Assuming 1936 cars to be ½ year old at the time of the 1937 registrations, it is a simple matter of arithmetic to construct a Life Curve or rate of elimination curve from the specific death rate shown in Table 1, above. Due to lack of data for cars over 8½ years of age, it was necessary to refer to Professor Griffin's death rate and to obtain empirical figures, following in general the trend of his results, but modified to take into account the improved rates as shown by the preceding years. This Life Curve follows a clearly defined course. It has certain irregularities, however, which are to be expected in any statistical array. We have, therefore, smoothed out the curve, which is justifiable, not only to eliminate minor errors which might have occurred, but also because we desired, for practical purposes, a generalized curve applicable to the entire country rather than to just the three states involved.

Professor Griffin smoothed his curve by Makeham's Law which is the same mathematical law that has been found useful to describe the life curve of human beings. However, difficulty has been experienced in attempting to apply this law to present day mortality, and the same trouble was experienced in our present study. Accordingly we smoothed the curve graphically and present the resultant Generalized Life Table for Passenger Cars as shown below and also in the chart on page 201.

## Table 2—Generalized Life Table for Passenger Cars

| Age in Years | Number Living at First of Year | Age in Years | Number Living at First of Year |
|---|---|---|---|
| 0 | 100,000 | 10½ | 25,000 |
| ½ | 99,000 | 11½ | 16,300 |
| 1½ | 97,100 | 12½ | 10,600 |
| 2½ | 94,800 | 13½ | 6,800 |
| 3½ | 91,800 | 14½ | 4,400 |
| 4½ | 88,000 | 15½ | 2,800 |
| 5½ | 83,400 | 16½ | 1,800 |
| 6½ | 77,000 | 17½ | 1,200 |
| 7½ | 66,000 | 18½ | 800 |
| 8½ | 52,200 | 19½ | 500 |
| 9½ | 37,800 | 20½ | 300 |

Having established the Generalized Life Curve for passenger cars it was then desirable to apply it to practical uses as pertaining to present day registrations. Total passenger car registrations are composed of cars that go into service each year throughout the United States. These registrations are naturally made up of new and used cars but for an analysis of these registrations it is necessary to use a count of the new cars that have gone into service each year for a period of 20 years. The only official count of such cars is that furnished by R. L. Polk & Co., which goes back to 1926. Prior to that time we had to rely on United States production of passenger cars less United States exports. We have based our calculations on the Model Years rather than the Calendar Years.

By the use of this Generalized Life Curve it is a simple matter to calculate the number of cars remaining in use of each model year of manufacture as shown above in Table 3.

*(Turn to page 275, please)*

## Table 3—Estimated Cars in Use by Year of Manufacture

| Year of Manufacture | New Registrations for Model Years | Per Cent Surviving at End of Model Year | Number Surviving at End of Model Year |
|---|---|---|---|
| †1938 | 1,839,285 | 100.0 | 1,839,285 |
| †1937 | 3,658,525 | 99.0 | 3,621,940 |
| †1936 | 3,312,090 | 97.1 | 3,216 039 |
| ‡1935 | 2,286,452 | 94.8 | 2,167,556 |
| 1934 | 1,888,557 | 91.8 | 1.733,695 |
| 1933 | 1,493,794 | 88.0 | 1,314,539 |
| 1932 | 1,096.399 | 83.4 | 914,397 |
| 1931 | 1,908,141 | 77.0 | 1,469,269 |
| 1930 | 2,625,979 | 66.0 | 1.733,146 |
| 1929 | 3,880,206 | 52.2 | 2,025,467 |
| 1928 | 3,139,579 | 37.8 | 1,186,761 |
| 1927 | 2.623,538 | 25.0 | 655,884 |
| 1926 | 3,228,401 | 16.3 | 526,229 |
| 1925 | 3,870.744 | 10.6 | 410,299 |
| *1924 | 3,303,646 | 6.8 | 224,648 |
| *1923 | 3,753,945 | 4.4 | 165,173 |
| *1922 | 2,417,104 | 2.8 | 67,679 |
| *1921 | 1,555,468 | 1.8 | 27,998 |
| *1920 | 2,050,238 | 1.2 | 24,603 |
| *1919 | 1,850,865 | 0.8 | 14,807 |
| *1918 | 1,123,442 | 0.5 | 5,617 |
| *1917 | 1,793,714 | 0.3 | 5,381 |
| Total Surviving as of October 31, 1938 | | | 23,350,152 |

*—U. S. Production less U. S. Exports.
†—From Nov. 1 to Oct. 31, the model year.
‡—Ten Months or 1935 Model Year.

# Estimated Cars in Use by Make and Year of Manufacture

*(As of Oct. 31, 1938)*

| | 1938† | 1937† | 1936† | 1935‡ | 1934 | 1933 | 1932 | 1931 | 1930 | 1929 | 1928 and Older Cars |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Auburn-Cord | ....... | 1,538 | 2,157 | 4,579 | 5,082 | 4,433 | 9,713 | 22,743 | 7,438 | 9.318 | 9,018 |
| Buick | 162,357 | 207,082 | 143,616 | 59.470 | 57,896 | 38,552 | 41.456 | 69,972 | 80,953 | 89.944 | 220.942 |
| Cadillac | 9,240 | 12.204 | 11,262 | 4,273 | 4.497 | 3,435 | 5.228 | 8,575 | 7,971 | 7.796 | 21,517 |
| Chevrolet | 465,771 | 798,208 | 881,443 | 507,686 | 491,044 | 417,554 | 269,265 | 449.240 | 408.463 | 407.166 | 634.062 |
| Chrysler-Maxwell | 47,750 | 90,664 | 49,576 | 33,991 | 25,752 | 25,236 | 21.698 | 40,540 | 40,199 | 44,118 | 135,695 |
| De Soto | 36,357 | 73,662 | 38,531 | 21,987 | 10,508 | 18,709 | 21.109 | 21,891 | 23.276 | 31,118 | 5,491 |
| Dodge | 102,423 | 269,166 | 232,220 | 138,307 | 82,747 | 75,734 | 23.444 | 40,879 | 42,309 | 60,433 | 174,034 |
| Durant | ....... | ....... | ....... | ....... | ....... | ....... | 946 | 5,566 | 14,150 | 24,907 | 60.371 |
| Ford | 344,472 | 801,528 | 746,374 | 678,149 | 487,025 | 273,779 | 215,945 | 407,007 | 696.364 | 683,890 | 899,894 |
| Franklin | ....... | ....... | ....... | ....... | 330 | 1,170 | 1,525 | 2,988 | 4.938 | 5.587 | 8.327 |
| Graham-G. Paige | 4,785 | 15,010 | 15,277 | 13,398 | 11,830 | 8,913 | 10,723 | 14,791 | 19.892 | 31,574 | 33,529 |
| Hudson | 40,751 | 12,768 | 21,000 | 16,513 | 17,724 | 2,592 | 7,206 | 14,775 | 20,107 | 32.725 | 63,138 |
| Hupmobile | 1,025 | 316 | 2,308 | 6,263 | 6,027 | 5.919 | 9,002 | 13,419 | 16,043 | 23,144 | 44,979 |
| La Salle | 14,567 | 29,642 | 11,372 | 9,085 | 4,757 | 3,264 | 3,209 | 5,300 | 7,433 | 10,591 | 9,832 |
| Lincoln and L. Zephyr | 17,069 | 25,310 | 12,405 | 1,325 | 1,892 | 1,858 | 2.651 | 2,669 | 2,875 | 3.211 | 7.055 |
| Nash-La Fayette | 33,556 | 70,911 | 35,791 | 28,335 | 21,679 | 9,991 | 16,874 | 30,312 | 37.717 | 54.886 | 107,705 |
| Oldsmobile | 87,144 | 190,352 | 176,467 | 115.473 | 65,798 | 31,060 | 20,123 | 36,177 | 33.337 | 48.798 | 58,802 |
| Packard | 50,905 | 98,147 | 61,108 | 27,492 | 6,015 | 7,991 | 9,222 | 12.517 | 18.690 | 23,299 | 34.691 |
| Pierce-Arrow | 25 | 255 | 815 | 685 | 1,597 | 1,894 | 2,245 | 3,482 | 4,485 | 4.377 | 5.544 |
| Plymouth | 268,628 | 496,972 | 459,311 | 303,486 | 277,747 | 219,707 | 93,346 | 72,602 | 42,439 | 44,254 | 11.083 |
| Pontiac-Oakland | 95,546 | 219,399 | 157,292 | 111,581 | 66,688 | 75,106 | 39,970 | 66,322 | 59,424 | 99,234 | 148.904 |
| Reo | ....... | ....... | 3,363 | 3,197 | 3,538 | 3,188 | 3,227 | 5,207 | 7,557 | 9,040 | 19.177 |
| Studebaker | 39,737 | 73,903 | 59,714 | 31,859 | 38,152 | 19,085 | 20.852 | 35,830 | 37.307 | 43,242 | 113.096 |
| Terraplane-Essex | ....... | 83,973 | 72,720 | 41,559 | 37,188 | 31,531 | 24,000 | 32,760 | 41,803 | 99.875 | 156,475 |
| Willys-Overland | 15,543 | 48,154 | 12,576 | 7,800 | 6,037 | 13,787 | 21,600 | 39,532 | 43,405 | 104,248 | 195,103 |
| Total, These Makes | 1,837,651 | 3,619,164 | 3,206,698 | 2,166,493 | 1,731,550 | 1,294,488 | 894,579 | 1,455,096 | 1,718,575 | 1,996,875 | 3,178,524 |

† Model years from Nov. 1 to Oct. 31. ‡ Ten months or 1935 model year.

# U. S. and World Production

## World Motor Vehicle Production by Countries—By Years

| | 1930 | 1931 | 1932 | 1933 | 1934 | 1935 | 1936 | 1937 | 1938† |
|---|---|---|---|---|---|---|---|---|---|
| United States | 3,555,986 | 2,389,738 | 1,370,678 | 1,920,057 | 2,753,111 | 3,946,934 | 4,454,115 | 4,808,974 | 2,489,635 |
| Canada | 154,192 | 86,261 | 60,816 | 65,852 | 116,852 | 172,877 | 162,159 | 207,463 | 166,142 |
| Total | 3,510,178 | 2,472,359 | 1,431,494 | 1,985,909 | 2,869,963 | 4,119,811 | 4,616,274 | 5,016,437 | 2,655,777 |
| Austria | 3,200 | 4,100 | 2,364 | 1,575 | 1,355 | 2,509 | 5,275 | 6,043 | * |
| Belgium | 4,700 | 3,200 | 2,225 | 1,400 | 740 | 753 | 534 | 2,383 | ** |
| Czechoslovakia | 16,840 | 16,980 | 13,580 | 10,000 | 10,000 | 9,978 | 12,141 | 13,813 | 13,000 |
| Denmark | 230 | 193 | 148 | 140 | 182 | 148 | 250 | 250 | 250 |
| France | 230,700 | 196,860 | 170,955 | 191,929 | 201,644 | 179,270 | 201,737 | 201,934 | 220,343 |
| Germany | 70,044 | 77,225 | 50,417 | 105,832 | 173,014 | 242,934 | 297,512 | 331,894 | 328,000 |
| Hungary | 841 | 237 | 121 | 143 | 222 | 111 | 465 | 615 | 500 |
| Italy | 42,685 | 29,280 | 29,100 | 42,000 | 43,416 | 45,208 | 43,600 | 66,000 | 70,388 |
| Japan | 371 | 531 | 675 | 1,808 | 2,845 | 6,800 | 9,632 | 14,430 | 30,000 |
| Poland | 288 | 200 | 175 | 780 | 800 | 788 | 2,400 | 2,200 | 7,600 |
| Soviet Russia | 7,972 | 20,500 | 26,849 | 49,675 | 72,466 | 97,000 | 138,400 | 199,123 | 215,000 |
| Spain | 450 | 250 | 435 | 375 | 830 | 591 | ........ | ........ | ........ |
| Sweden | 2,400 | 2,444 | 2,995 | 2,975 | 3,122 | 3,404 | 4,451 | 6,626 | 8,335 |
| Switzerland | 1,000 | 1,070 | 996 | 480 | 436 | 460 | 296 | 700 | ** |
| United Kingdom | 234,571 | 233,219 | 244,434 | 280,526 | 347,856 | 416,915 | 466,335 | 490,366 | 447,561 |
| Total (Foreign) | 616,292 | 576,289 | 545,469 | 689,638 | 858,928 | 1,006,869 | 1,183,028 | 1,336,377 | 1,340,977 |
| World Total | 4,126,470 | 3,048,648 | 1,976,963 | 2,675,547 | 3,728,891 | 5,126,680 | 5,799,302 | 6,352,814 | 3,996,754 |

* Included with Germany. ** Included with miscellaneous totaling about 2,700.
† *The American Automobile* (Overseas Edition), all other years Automotive Division, Bureau of Foreign and Domestic Commerce.

## Wholesale Values of Production

*(U. S. and Canada)*

| Year | Passenger Cars Units* | Passenger Cars Value | Trucks Units† | Trucks Value | Cars and Trucks Units | Cars and Trucks Value |
|---|---|---|---|---|---|---|
| 1912 | 356,000 | $,335,000,000 | 22,000 | $,43,000,000 | 378,000 | $,378,000,000 |
| 1913 | 461,500 | 399,902,000 | 23,500 | 44,000,000 | 485,000 | 443,902,000 |
| 1914 | 543,679 | 413,859,000 | 25,375 | 45,098,464 | 569,054 | 458,957,843 |
| 1915 | 895,930 | 575,978,000 | 74,000 | 125,800,000 | 969,930 | 701,778,000 |
| 1916 | 1,525,578 | 921,378,000 | 92,130 | 161,000,000 | 1,617,708 | 1,082,378,000 |
| 1917 | 1,745,792 | 1,053,505,781 | 128,157 | 220,982,668 | 1,873,949 | 1,274,488,499 |
| 1918 | 943,436 | 801,937,925 | 227,250 | 434,168,992 | 1,170,686 | 1,236,106,917 |
| 1919 | 1,657,652 | 1,461,785,925 | 275,943 | 423,326,621 | 1,933,595 | 1,885,112,546 |
| 1920 | 1,905,560 | 1,809,170,963 | 321,789 | 423,249,410 | 2,227,349 | 2,232,420,373 |
| 1921 | 1,518,061 | 1,031,752,452 | 164,304 | 169,914,098 | 1,682,365 | 1,261,666,550 |
| 1922 | 2,369,089 | 1,561,740,645 | 277,140 | 231,282,063 | 2,646,229 | 1,793,022,708 |
| 1923 | 3,753,945 | 2,274,554,488 | 426,505 | 317,478,940 | 4,180,450 | 2,592,033,428 |
| 1924 | 3,303,646 | 2,040,706,519 | 434,140 | 326,706,496 | 3,737,786 | 2,367,413,015 |
| 1925 | 3,870,744 | 2,544,528,799 | 557,056 | 470,634,763 | 4,427,800 | 3,015,163,562 |
| 1926 | 3,948,843 | 2,746,064,722 | 556,818 | 468,752,769 | 4,505,661 | 3,214,817,491 |
| 1927 | 3,083,360 | 2,265,633,102 | 497,020 | 435,072,641 | 3,580,380 | 2,700,705,743 |
| 1928 | 4,012,158 | 2,703,753,500 | 588,983 | 459,045,380 | 4,601,141 | 3,162,798,880 |
| 1929 | 4,794,898 | 2,981,141,842 | 826,811 | 595,504,039 | 5,621,709 | 3,576,645,881 |
| 1930 | 2,910,187 | 1,720,652,104 | 599,991 | 405,949,915 | 3,510,178 | 2,126,602,019 |
| 1931 | 2,038,183 | 1,153,907,947 | 434,176 | 272,748,305 | 2,472,359 | 1,426,656,252 |
| 1932 | 1,186,209 | 650,781,297 | 245,285 | 142,264,003 | 1,431,494 | 793,045,300 |
| 1933 | 1,627,367 | 795,304,780 | 358,614 | 192,131,509 | 1,985,981 | 987,436,289 |
| 1934 | 2,270,566 | 1,204,376,351 | 599,397 | 332,913,985 | 2,869,963 | 1,537,290,336 |
| 1935 | 3,387,806 | 1,788,635,180 | 732,005 | 399,211,522 | 4,119,811 | 2,187,846,702 |
| 1936 | 3,797,897 | 2,092,460,475 | 818,377 | 481,961,420 | 4,616,274 | 2,574,421,895 |
| 1937 | 4,068,935 | 2,397,717,534 | 947,502 | 573,310,107 | 5,016,437 | 2,971,027,641 |
| 1938 | 2,126,066 | 1,290,607,105 | 529,711 | 335,815,586 | 2,655,777 | 1,626,422,691 |

* Includes Taxicabs. † Includes Buses.

**For Automotive Export Data turn to page 248**

### Foreign Production by Years

*These figures do not include American cars assembled in European plants.*

| | |
|---|---|
| 1924 | 334,500 |
| 1925 | 460,678 |
| 1926 | 529,343 |
| 1927 | 578,201 |
| 1928 | 589,900 |
| 1929 | 650,000 |
| 1930 | 616,292 |
| 1931 | 576,289 |
| 1932 | 545,469 |
| 1933 | 689,638 |
| 1934 | 858,928 |
| 1935 | 1,006,869 |
| 1936 | 1,183,028 |
| 1937 | 1,336,377 |
| 1938* | †1,340,997 |

* *The American Automobile* (Overseas Edition).
† Partly Estimated.

## Truck Production by Capacities

*(U. S. and Canada)*

| Truck Tonnage | 1932 Number | 1932 % | 1933 Number | 1933 % | 1934 Number | 1934 % | 1935 Number | 1935 % | 1936 Number | 1936 % | 1937 Number | 1937 % | 1938* Number | 1938* % |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ¾ ton or less | 79,127 | 32.3 | 98,928 | 27.6 | 172,089 | 28.6 | 249,957 | 34.1 | 316,208 | 38.6 | 395,157 | 41.7 | 208,071 | 39.2 |
| 1 ton and less than 1½ | 1,618 | .6 | 893 | .2 | 2,341 | .4 | 2,259 | .3 | 9,686 | 1.1 | 21,580 | 2.3 | 15,795 | 3.0 |
| 1½ ton and less than 2 | 144,113 | 58.8 | 228,238 | 63.7 | 376,475 | 62.9 | 420,597 | 57.5 | 423,503 | 52.0 | 441,156 | 46.6 | 252,393 | 47.7 |
| 2 ton and less than 2½ | 7,620 | 3.1 | 15,866 | 4.4 | 25,995 | 4.3 | 28,950 | 4.0 | 30,637 | 3.7 | 30,431 | 3.2 | 16,792 | 3.2 |
| 2½ ton and less than 3½ | 6,006 | 2.4 | 7,728 | 2.2 | 11,136 | 1.9 | 10,465 | 1.4 | 12,309 | 1.5 | 18,971 | 2.0 | 9,486 | 1.8 |
| 3½ ton and less than 5 | 2,689 | 1.1 | 2,859 | .8 | 4,752 | .8 | 3,612 | .5 | 4,621 | .5 | 6,170 | .6 | 4,757 | .9 |
| 5 ton | 1,407 | .6 | 580 | .2 | 1,219 | .2 | 16,165 | 2.2 | 21,413 | 2.6 | 34,037 | 3.6 | 22,417 | 4.2 |
| Over 5 ton and special types | 2,705 | 1.1 | 3,356 | .9 | 5,390 | .9 | | | | | | | | |
| Total | 245,285 | 100.0 | 358,548 | 100.0 | 599,397 | 100.0 | 732,005 | 100.0 | 818,377 | 100.0 | 947,502 | 100.0 | 529,711 | 100.0 |

* Partly estimated

# Passenger Car Production by Wholesale Price Classes

*(U. S. and Canada)*

Number of Units

| | 1930 | 1931 | 1932 | 1933 | 1934 | 1935 | 1936 | 1937 | 1938* |
|---|---|---|---|---|---|---|---|---|---|
| Under $500 | 1,754,747 | 1,328,294 | 794,164 | 1,316,341 | 1,443,357 | 1,787,171 | 1,919,618 | 1,368,018 | 499,857 |
| $501-$750 | 680,352 | 413,929 | 260,831 | 237,099 | 715,989 | 1,444,529 | 1,677,558 | 2,392,415 | 1,365,777 |
| $751-$1,000 | 204,450 | 162,954 | 74,610 | 31,610 | 66,223 | 110,813 | 143,269 | 260,280 | 228,277 |
| $1,001-$1,500 | 179,180 | 80,687 | 36,670 | 20,125 | 27,576 | 28,736 | 39,997 | 31,226 | 25,450 |
| $1,501-$2,000 | 55,351 | 33,846 | 8,699 | 10,409 | 8,391 | 8,716 | 11,545 | 11,633 | 3,661 |
| $2,001-$3,000 | 27,266 | 12,714 | 8,679 | 8,725 | 6,879 | 5,413 | 4,326 | 4,061 | 2,152 |
| $3,001 and over | 8,841 | 5,759 | 2,532 | 2,052 | 2,151 | 2,428 | 1,584 | 1,302 | 892 |
| Total | 2,910,187 | 2,038,183 | 1,186,185 | 1,627,361 | 2,270,566 | 3,387,806 | 3,797,897 | 4,068,935 | 2,126,066 |

Percentage of Total

| | 1930 | 1931 | 1932 | 1933 | 1934 | 1935 | 1936 | 1937 | 1938 |
|---|---|---|---|---|---|---|---|---|---|
| Under $500 | 60.30 | 65.17 | 66.95 | 80.89 | 63.57 | 52.75 | 50.55 | 33.62 | 23.51 |
| $501-$750 | 23.38 | 20.31 | 22.00 | 14.57 | 31.53 | 42.64 | 44.17 | 58.80 | 64.24 |
| $751-$1,000 | 7.02 | 8.00 | 6.29 | 2.00 | 2.92 | 3.27 | 3.77 | 6.40 | 10.74 |
| $1,001-$1,500 | 6.16 | 3.96 | 3.09 | 1.24 | 1.21 | .85 | 1.05 | .77 | 1.20 |
| $1,501-$2,000 | 1.90 | 1.66 | .73 | .64 | .37 | .26 | .30 | .28 | .17 |
| $2,001-$3,000 | .94 | .62 | .73 | .54 | .31 | .16 | .11 | .10 | .10 |
| $3,001 and over | .30 | .28 | .21 | .12 | .09 | .07 | .05 | .03 | .04 |
| Total | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |

* Partly estimated.

# Monthly Motor Vehicle Production

*(U. S. and Canada)*

## Passenger Cars

| | 1928 | 1929 | 1930 | 1931 | 1932 | 1933 | 1934 | 1935 | 1936 | 1937 | 1938 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| January | 212,244 | 364,773 | 242,672 | 142,869 | 101,915 | 112,754 | 117,700 | 235,806 | 308,589 | 324,191 | 168,890 | January |
| February | 301,320 | 431,755 | 293,036 | 187,948 | 98,604 | 93,153 | 193,875 | 287,142 | 234,872 | 310,961 | 151,133 | February |
| March | 386,510 | 546,489 | 348,087 | 241,727 | 106,003 | 103,396 | 291,546 | 377,374 | 357,068 | 423,006 | 186,341 | March |
| April | 384,778 | 571,956 | 393,804 | 300,960 | 126,597 | 156,712 | 303,806 | 407,721 | 436,576 | 452,907 | 190,111 | April |
| May | 404,444 | 541,310 | 382,619 | 282,096 | 165,025 | 188,675 | 290,268 | 322,485 | 401,139 | 443,412 | 168,599 | May |
| June | 381,026 | 469,280 | 298,130 | 215,979 | 166,646 | 213,602 | 272,090 | 306,300 | 388,183 | 429,333 | 147,545 | June |
| July | 357,682 | 439,598 | 230,761 | 187,324 | 101,478 | 196,587 | 231,501 | 283,715 | 379,823 | 372,913 | 112,114 | July |
| August | 422,996 | 452,857 | 190,864 | 158,851 | 79,073 | 196,333 | 190,825 | 186,133 | 212,140 | 317,270 | 61,687 | August |
| September | 374,276 | 375,046 | 182,049 | 111,336 | 66,489 | 161,734 | 129,251 | 59,499 | 92,324 | 120,597 | 69,449 | September |
| October | 351,899 | 328,305 | 117,014 | 59,176 | 37,468 | 107,593 | 86,128 | 220,113 | 194,690 | 306,040 | 192,906 | October |
| November | 223,896 | 176,629 | 104,668 | 49,996 | 49,201 | 43,868 | 50,072 | 347,830 | 351,171 | 309,121 | 335,767 | November |
| December | 211,087 | 96,920 | 126,483 | 99,921 | 87,710 | 52,954 | 113,504 | 353,688 | 441,322 | 259,184 | 341,524 | December |
| Total | 4,012,158 | 4,794,898 | 2,910,187 | 2,038,183 | 1,186,209 | 1,627,361 | 2,270,566 | 3,387,806 | 3,797,897 | 4,068,935 | 2,126,066 | Total |

## Motor Trucks

| | 1928 | 1929 | 1930 | 1931 | 1932 | 1933 | 1934 | 1935 | 1936 | 1937 | 1938 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| January | 27,947 | 57,765 | 40,938 | 35,475 | 21,160 | 19,429 | 44,870 | 64,529 | 68,655 | 74,995 | 58,262 | January |
| February | 34,980 | 65,950 | 52,925 | 41,863 | 24,291 | 15,592 | 44,952 | 63,204 | 65,938 | 72,939 | 51,464 | February |
| March | 44,273 | 79,587 | 69,031 | 47,671 | 21,274 | 18,508 | 61,068 | 70,520 | 81,875 | 96,016 | 52,256 | March |
| April | 49,537 | 91,855 | 74,477 | 53,138 | 28,539 | 27,975 | 67,532 | 69,338 | 91,049 | 100,324 | 48,018 | April |
| May | 56,281 | 94,940 | 62,080 | 47,805 | 27,491 | 35,132 | 60,348 | 59,324 | 79,379 | 96,965 | 41,575 | May |
| June | 44,169 | 98,164 | 51,466 | 41,496 | 23,572 | 43,448 | 48,292 | 65,785 | 81,185 | 91,820 | 41,857 | June |
| July | 59,630 | 78,703 | 44,960 | 35,386 | 15,137 | 39,310 | 44,546 | 61,582 | 71,383 | 83,996 | 38,336 | July |
| August | 69,547 | 59,985 | 43,296 | 32,890 | 15,319 | 42,601 | 53,890 | 58,942 | 63,794 | 87,802 | 35,259 | August |
| September | 62,231 | 54,683 | 46,557 | 31,876 | 20,003 | 35,874 | 46,335 | 33,229 | 47,496 | 55,033 | 20,174 | September |
| October | 63,921 | 66,235 | 41,928 | 22,406 | 14,157 | 30,772 | 49,643 | 60,203 | 35,359 | 31,939 | 22,380 | October |
| November | 45,013 | 50,368 | 37,493 | 20,118 | 12,560 | 19,106 | 35,107 | 60,720 | 54,628 | 67,508 | 54,638 | November |
| December | 32,454 | 28,582 | 34,840 | 24,052 | 21,782 | 30,801 | 42,814 | 64,629 | 77,636 | 88,165 | 65,492 | December |
| Total | 588,983 | 826,817 | 599,991 | 434,176 | 245,285 | 358,548 | 599,397 | 732,005 | 818,377 | 947,502 | 529,711 | Total |

## Passenger Cars and Trucks

| | 1928 | 1929 | 1930 | 1931 | 1932 | 1933 | 1934 | 1935 | 1936 | 1937 | 1938 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| January | 240,191 | 422,538 | 283,610 | 178,344 | 123,075 | 132,183 | 162,570 | 300,335 | 377,244 | 399,186 | 227,152 | January |
| February | 336,300 | 497,705 | 345,961 | 229,811 | 122,895 | 108,745 | 238,827 | 350,346 | 300,810 | 383,900 | 202,597 | February |
| March | 430,783 | 626,076 | 417,118 | 289,398 | 127,277 | 121,904 | 352,614 | 447,894 | 438,943 | 519,022 | 238,597 | March |
| April | 434,315 | 663,811 | 468,281 | 354,098 | 155,136 | 184,687 | 371,338 | 477,059 | 527,625 | 553,231 | 238,129 | April |
| May | 459,725 | 636,250 | 444,699 | 329,901 | 192,516 | 223,807 | 350,616 | 381,809 | 480,518 | 540,377 | 210,174 | May |
| June | 425,195 | 567,424 | 349,596 | 257,475 | 190,218 | 257,050 | 320,382 | 372,085 | 469,368 | 521,153 | 189,402 | June |
| July | 417,312 | 518,301 | 275,721 | 222,710 | 116,615 | 235,897 | 276,047 | 345,297 | 451,206 | 456,909 | 150,450 | July |
| August | 492,543 | 512,842 | 234,160 | 191,741 | 94,392 | 238,934 | 244,715 | 245,075 | 275,934 | 405,072 | 96,946 | August |
| September | 436,507 | 429,729 | 228,606 | 143,212 | 86,492 | 197,608 | 175,586 | 92,728 | 139,820 | 175,630 | 89,623 | September |
| October | 415,820 | 394,540 | 158,942 | 81,582 | 51,625 | 138,365 | 135,771 | 280,316 | 230,049 | 337,979 | 215,286 | October |
| November | 268,909 | 226,997 | 142,161 | 70,114 | 61,761 | 62,974 | 85,179 | 408,550 | 405,799 | 376,629 | 390,405 | November |
| December | 243,541 | 125,502 | 161,323 | 123,973 | 109,492 | 83,755 | 156,318 | 418,317 | 518,958 | 347,349 | 407,016 | December |
| Total | 4,601,141 | 5,621,715 | 3,510,178 | 2,472,359 | 1,431,494 | 1,985,909 | 2,869,963 | 4,119,811 | 4,616,274 | 5,016,437 | 2,655,777 | Total |

Figures from U. S. Census Bureau (includes overseas assemblies of motor vehicles of American make) and Dominion Bureau of Statistics.

## Passenger Car Production by Cylinders

*(U. S. and Canada)*

| | Per Cent Fours | Per Cent Sixes | Per Cent Eights | Per Cent Twelves and Sixteens | Total |
|---|---|---|---|---|---|
| 1926 | 64.0 | 34.0 | 2.0 | .. | 100.0 |
| 1927 | 49.7 | 47.1 | 3.2 | .. | 100.0 |
| 1928 | 50.7 | 45.0 | 4.3 | .. | 100.0 |
| 1929 | 40.7 | 54.3 | 5.0 | .. | 100.0 |
| 1930 | 44.5 | 43.6 | 11.8 | 0.1 | 100.0 |
| 1931 | 33.3 | 52.0 | 14.5 | 0.2 | 100.0 |
| 1932 | 17.9 | 50.4 | 31.1 | 0.6 | 100.0 |
| 1933 | 3.2 | 61.8 | 34.7 | 0.3 | 100.0 |
| 1934 | 1.2 | 59.8 | 38.8 | 0.2 | 100.0 |
| 1935 | 0.5 | 59.5 | 39.4 | 0.2 | 100.0 |
| 1936 | 0.5 | 66.5 | 32.4 | 0.6 | 100.0 |
| 1937 | 1.7 | 63.8 | 33.7 | 0.8 | 100.0 |
| 1938 | 0.7 | 64.1 | 34.3 | 0.9 | 100.0 |

## Average Wholesale Price of Passenger Cars and Trucks

*(Based on Units and Value of Production)*

| | Passenger Cars | Trucks |
|---|---|---|
| 1921 | $720 | $1,035 |
| 1922 | 660 | 834 |
| 1923 | 607 | 745 |
| 1924 | 618 | 753 |
| 1925 | 656 | 843 |
| 1926 | 695 | 842 |
| 1927 | 735 | 875 |
| 1928 | 673 | 781 |
| 1929 | 622 | 720 |
| 1930 | 591 | 678 |
| 1931 | 566 | 629 |
| 1932 | 548 | 580 |
| 1933 | 489 | 536 |
| 1934 | 530 | 555 |
| 1935 | 528 | 545 |
| 1936 | 551 | 589 |
| 1937 | 589 | 605 |
| 1938 | 607 | 634 |

## State Gasoline Taxes and Registration Fees

| STATE | State Tax per Gallon (Cents) | State Gasoline Tax Receipts | | Per Cent Change | State Registration Fees | | Per Cent Change | Total State Tax Receipts from Gasoline and Registration Fees | | State Taxes per Motor Vehicle | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 1938 | 1937 | | 1938 | 1937 | | 1938 | 1937 | 1938 | 1937 |
| Alabama | 6 | $13,448,000 | $13,295,000 | +1.1 | $3,102,000 | $4,439,000 | − 30.0 | $16,550,000 | $17,734,000 | $56.98 | $59.08 |
| Arizona | 5 | 4,225,000 | 4,325,000 | −2.3 | 1,150,000 | 1,143,000 | + 0.6 | 5,375,000 | 5,468,000 | 41.73 | 42.31 |
| Arkansas | 6½ | 10,013,000 | 9,877,000 | + 1.2 | 2,914,000 | 3,241,000 | − 10.0 | 12,927,000 | 13,118,000 | 58.38 | 56.08 |
| California | 3 | 46,811,000 | 46,614,000 | + 0.2 | 12,972,000 | 24,003,000 | − 46.0 | 59,783,000 | 70,617,000 | 24.04 | 28.43 |
| Colorado | 4 | 7,469,000 | 7,431,000 | + 0.7 | 2,352,000 | 2,603,000 | − 9.6 | 9,821,000 | 10,034,000 | 29.24 | 29.66 |
| Connecticut | 3 | 9,381,000 | 9,445,000 | − 0.7 | 6,441,000 | 6,691,000 | − 3.5 | 15,822,000 | 16,136,000 | 36.51 | 36.98 |
| Delaware | 4 | 2,200,000 | 2,031,000 | + 8.3 | 1,300,000 | 1,202,000 | + 8.2 | 3,500,000 | 3,233,000 | 54.43 | 50.83 |
| District of Columbia | 2 | 2,600,000 | 2,724,000 | − 4.5 | 1,782,000 | 878,000 | +103.0 | 4,382,000 | 3,602,000 | 26.57 | 19.56 |
| Florida | 7 | 22,800,000 | 22,063,000 | + 3.5 | 6,109,000 | 6,196,000 | − 1.4 | 28,909,000 | 28,219,000 | 68.42 | 67.00 |
| Georgia | 6 | 19,630,000 | 19,550,000 | + 0.4 | 1,654,000 | 2,368,000 | − 30.1 | 21,284,000 | 21,918,000 | 48.77 | 49.53 |
| Idaho | 5 | 4,089,000 | 4,035,000 | + 1.2 | 2,766,000 | 2,498,000 | + 10.8 | 6,855,000 | 6,533,000 | 49.88 | 46.06 |
| Illinois | 3 | 36,483,000 | 35,836,000 | + 1.9 | 21,153,000 | 21,430,000 | − 1.4 | 57,636,000 | 57,266,000 | 32.19 | 32.22 |
| Indiana | 4 | 22,288,000 | 22,987,000 | − 3.0 | 9,719,000 | 9,827,000 | − 1.1 | 32,007,000 | 32,814,000 | 34.89 | 34.32 |
| Iowa | 3 | 13,344,000 | 13,023,000 | + 2.8 | 11,779,000 | 11,918,000 | − 1.4 | 25,123,000 | 24,941,000 | 33.81 | 33.58 |
| Kansas | 3 | 10,000,000 | 10,083,000 | − 0.8 | 4,400,000 | 4,537,000 | − 2.8 | 14,400,000 | 14,620,000 | 25.08 | 24.91 |
| Kentucky | 5 | 12,532,000 | 12,671,000 | − 1.0 | 5,000,000 | 5,125,000 | − 2.5 | 17,532,000 | 17,796,000 | 42.62 | 44.06 |
| Louisiana | 7 | 16,548,000 | 15,923,000 | + 4.0 | 4,500,000 | 4,710,000 | − 4.5 | 21,048,000 | 20,633,000 | 65.31 | 62.84 |
| Maine | 4 | 5,562,000 | 5,550,000 | + 0.2 | 3,800,000 | 3,865,000 | − 1.5 | 9,362,000 | 9,415,000 | 48.01 | 46.86 |
| Maryland | 4 | 9,929,000 | 9,857,000 | + 0.7 | 4,571,000 | 5,577,000 | − 18.0 | 14,500,000 | 15,434,000 | 36.71 | 40.24 |
| Massachusetts | 3 | 20,543,000 | 19,836,000 | + 3.7 | 6,804,000 | 6,875,000 | − 15.5 | 27,347,000 | 26,711,000 | 32.45 | 31.52 |
| Michigan | 3 | 27,679,000 | 29,425,000 | − 6.0 | 20,848,000 | 22,085,000 | − 5.4 | 48,527,000 | 51,510,000 | 34.44 | 34.13 |
| Minnesota | 4 | 17,839,000 | 15,293,000 | +16.7 | 9,277,000 | 8,867,000 | + 4.8 | 27,116,000 | 24,160,000 | 33.01 | 29.38 |
| Mississippi | 6 | 11,000,000 | 10,222,000 | + 7.8 | 2,200,000 | 2,248,000 | − 2.1 | 13,200,000 | 12,470,000 | 61.11 | 55.52 |
| Missouri | 2 | 11,089,000 | 11,082,000 | .... | 9,408,000 | 9,638,000 | − 2.4 | 20,497,000 | 20,720,000 | 24.40 | 24.78 |
| Montana | 5 | 4,428,000 | 4,581,000 | − 3.4 | 1,500,000 | 1,532,000 | − 2.0 | 5,928,000 | 6,113,000 | 34.60 | 35.15 |
| Nebraska | 5 | 12,000,000 | 10,925,000 | + 9.8 | 2,500,000 | 2,603,000 | − 3.8 | 14,500,000 | 13,528,000 | 35.45 | 32.59 |
| Nevada | 4 | 1,198,000 | 1,177,000 | + 1.8 | 275,000 | 282,000 | − 2.5 | 1,473,000 | 1,459,000 | 37.62 | 35.88 |
| New Hampshire | 4 | 3,374,000 | 3,286,000 | + 2.5 | 2,731,000 | 2,347,000 | + 16.1 | 6,105,000 | 5,633,000 | 50.35 | 45.32 |
| New Jersey | 3 | 21,700,000 | 21,565,000 | + 0.8 | 20,298,000 | 19,271,000 | + 5.2 | 41,998,000 | 40,836,000 | 42.00 | 41.06 |
| New Mexico | 5 | 4,043,000 | 4,003,000 | + 1.0 | 1,917,000 | 1,544,000 | + 24.0 | 5,960,000 | 5,547,000 | 49.60 | 45.57 |
| New York | 4 | 66,132,000 | 61,841,000 | + 7.0 | 46,619,000 | 52,901,000 | − 11.7 | 112,751,000 | 114,742,000 | 43.55 | 44.35 |
| North Carolina | 6 | 23,310,000 | 22,429,000 | + 4.0 | 7,487,000 | 8,855,000 | − 15.5 | 30,797,000 | 31,284,000 | 58.74 | 60.09 |
| North Dakota | 3 | 2,285,000 | 2,873,000 | −20.5 | 1,524,000 | 1,581,000 | − 3.5 | 3,809,000 | 4,454,000 | 21.85 | 25.71 |
| Ohio | 4 | 48,664,000 | 46,538,000 | + 4.7 | 24,523,000 | 25,635,000 | − 4.4 | 73,187,000 | 72,173,000 | 44.09 | 38.46 |
| Oklahoma | 4 | 13,911,000 | 13,768,000 | + 1.1 | 6,514,000 | 5,584,000 | + 16.9 | 20,425,000 | 19,352,000 | 38.24 | 35.36 |
| Oregon | 5 | 9,838,000 | 9,799,000 | + 0.3 | 2,899,000 | 3,378,000 | − 14.1 | 12,737,000 | 13,177,000 | 35.64 | 36.56 |
| Pennsylvania | 4 | 51,918,000 | 55,711,000 | − 7.0 | 34,407,000 | 38,332,000 | − 10.3 | 86,325,000 | 94,043,000 | 43.05 | 46.67 |
| Rhode Island | 3 | 3,515,000 | 3,090,000 | +13.9 | 2,778,000 | 2,790,000 | − 0.5 | 6,293,000 | 5,880,000 | 36.96 | 34.82 |
| South Carolina | 6 | 11,000,000 | 10,901,000 | + 1.0 | 1,286,000 | 1,690,000 | − 24.0 | 12,286,000 | 12,591,000 | 44.00 | 45.02 |
| South Dakota | 4 | 4,048,000 | 4,071,000 | − 0.6 | 1,570,000 | 1,650,000 | − 4.8 | 5,618,000 | 5,721,000 | 31.02 | 30.97 |
| Tennessee | 7 | 18,268,000 | 17,914,000 | + 2.0 | 3,776,000 | 4,233,000 | − 10.7 | 22,044,000 | 22,147,000 | 57.16 | 55.31 |
| Texas | 4 | 42,561,000 | 41,671,000 | + 2.0 | 19,731,000 | 19,684,000 | + 0.2 | 62,292,000 | 61,355,000 | 41.42 | 42.03 |
| Utah | 4 | 3,524,000 | 3,421,000 | + 3.0 | 1,013,000 | 1,049,000 | − 3.1 | 4,537,000 | 4,470,000 | 27.64 | 35.30 |
| Vermont | 4 | 2,529,000 | 2,323,000 | + 8.9 | 2,377,000 | 2,410,000 | − 1.4 | 4,906,000 | 4,733,000 | 56.13 | 54.14 |
| Virginia | 5 | 16,616,000 | 16,114,000 | + 3.1 | 6,027,000 | 6,153,000 | − 2.0 | 22,643,000 | 22,267,000 | 52.22 | 51.52 |
| Washington | 5 | 15,394,000 | 15,268,000 | + 1.0 | 2,874,000 | 4,402,000 | − 34.8 | 18,268,000 | 19,670,000 | 34.90 | 36.73 |
| West Virginia | 5 | 9,557,000 | 8,488,000 | +12.7 | 4,699,000 | 6,162,000 | − 23.7 | 14,256,000 | 14,650,000 | 54.79 | 50.40 |
| Wisconsin | 4 | 19,253,000 | 19,537,000 | − 1.5 | 13,080,000 | 12,984,000 | + 0.9 | 32,333,000 | 32,521,000 | 38.63 | 37.78 |
| Wyoming | 4 | 2,461,000 | 2,498,000 | − 1.5 | 601,000 | 597,000 | + 0.8 | 3,062,000 | 3,095,000 | 37.78 | 37.83 |
| Total | | $769,029,000 | $756,930,000 | + 1.5† | $369,007,000 | $399,613,000 | − 7.5† | $1,138,036,000 | $1,156,543,000 | $38.98† | $38.34† |

† Average.

# NEW VEHICLE

## New Passenger Car Registrations†

| | 1929 | 1930 | 1931 | 1932 | 1933 | 1934 | 1935 | 1936 | 1937 | 1938 |
|---|---|---|---|---|---|---|---|---|---|---|
| Auburn | 17,850 | 11,270 | 29,536 | 11,646 | 5,038 | 5,536 | 5,163 | 1,848 | 146 | ...... |
| Austin | ...... | 4,354 | 2,941 | ...... | 3,675 | 1,057 | ...... | ...... | ...... | *700 |
| Buick | *172,307 | *122,656 | 90,873 | 49,708 | 43,809 | 63,067 | 87,635 | 160,687 | 205,297 | 166,380 |
| Cadillac | 14,936 | 12,078 | 11,136 | 6,259 | 3,903 | 4,899 | 6,692 | 11,766 | 11,231 | 10,639 |
| Chevrolet | 780,011 | 618,884 | 583,429 | 322,860 | 474,493 | 534,906 | 656,698 | 930,250 | 768,040 | 464,337 |
| Chrysler | 84,518 | 60,908 | 52,650 | 26,016 | 28,677 | 28,052 | 40,536 | 58,698 | 91,622 | 46,184 |
| Continental | ...... | ...... | ...... | ...... | 3,310 | 953 | ...... | ...... | ...... | ...... |
| Cord | 799 | 1,879 | 1,416 | 335 | ...... | ...... | ...... | 1,174 | 1,149 | ...... |
| De Soto | 59,614 | 35,267 | 28,430 | 25,311 | 21,260 | 11,447 | 26,952 | 45,088 | 74,424 | 35,259 |
| De Vaux | ...... | ...... | 4,808 | 1,358 | ...... | ...... | ...... | ...... | ...... | ...... |
| Dodge | 115,773 | 64,105 | 53,090 | 28,111 | 86,062 | 90,139 | 178,770 | 248,518 | 255,258 | 104,881 |
| Durant | 47,715 | 21,440 | 7,229 | 1,135 | ...... | ...... | ...... | ...... | ...... | ...... |
| Ford | 1,310,135 | 1,055,097 | 528,581 | 258,927 | 311,113 | 530,528 | 826,519 | 748,554 | 765,933 | 363,688 |
| Franklin | 10,704 | 7,482 | 3,881 | 1,829 | 1,329 | 360 | ...... | ...... | ...... | ...... |
| Graham | 60,487 | 30,140 | 19,209 | 12,858 | 10,128 | 12,887 | 15,965 | 16,439 | 13,984 | 4,139 |
| Hudson | 62,692 | 30,466 | 19,189 | 8,641 | 2,946 | 19,307 | 21,587 | 20,825 | 90,043 | 40,889 |
| Hupmobile | 44,337 | 24,307 | 17,427 | 10,794 | 6,726 | 6,566 | 7,450 | 1,556 | 403 | 1,020 |
| La Fayette | ...... | ...... | ...... | ...... | ...... | 9,301 | 17,445 | ...... | ...... | ...... |
| La Salle | 20,290 | 11,262 | 6,883 | 3,848 | 3,709 | 5,182 | 11,775 | 13,992 | 28,909 | 15,732 |
| Lincoln | 6,151 | 4,356 | 3,466 | 3,179 | 2,112 | 2,061 | 2,370 | 15,567 | 25,243 | 16,991 |
| Marmon | *22,323 | *12,369 | 5,687 | 1,365 | 86 | ...... | ...... | ...... | ...... | ...... |
| Mercury | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | 6,835 |
| Nash | 105,146 | 51,086 | 39,366 | 20,233 | 11,353 | 14,315 | 17,739 | *43,070 | 70,571 | 31,814 |
| Oakland | 31,830 | 21,648 | 12,985 | ...... | ...... | ...... | ...... | ...... | ...... | ...... |
| Oldsmobile | *93,483 | *50,510 | *46,983 | 24,128 | 35,295 | 71,676 | 149,375 | 178,488 | 188,306 | 92,398 |
| Packard | 44,634 | 28,318 | 16,256 | 11,058 | 9,081 | 6,552 | 37,653 | 68,772 | 95,455 | 49,163 |
| Pierce-Arrow | 8,386 | 6,795 | 4,522 | 2,692 | 2,152 | 1,740 | 875 | 787 | 167 | 17 |
| Plymouth | 84,969 | 64,301 | 94,289 | 111,926 | 249,667 | 302,557 | 382,985 | 499,580 | 462,268 | 286,241 |
| Pontiac | 158,272 | 68,389 | 73,148 | 47,926 | 85,348 | 72,645 | 140,122 | 171,669 | 212,403 | 98,399 |
| Reo | 17,319 | 11,450 | 6,762 | 3,870 | 3,623 | 3,854 | 3,894 | 3,146 | ...... | ...... |
| Rockne | ...... | ...... | 2 | 16,966 | 14,554 | ...... | ...... | ...... | ...... | ...... |
| Studebaker | 82,839 | 56,526 | 46,533 | 25,002 | 21,688 | 41,560 | 39,573 | 67,835 | 70,048 | 41,504 |
| Terraplane (Essex) | 191,331 | 63,338 | 42,545 | 28,778 | 35,831 | 40,510 | 53,838 | 78,471 | * | * |
| Willys-Whippet | 162,366 | 51,687 | 42,936 | 22,483 | 15,314 | 6,576 | 10,439 | 12,423 | 51,411 | 13,012 |
| Willys-Knight | 37,343 | 14,079 | 8,405 | 3,415 | 353 | ...... | ...... | ...... | ...... | ...... |
| Miscellaneous | 31,646 | 9,532 | 3,548 | 3,732 | 1,159 | 324 | 1,858 | 5,294 | 1,441 | 799 |
| Total | 3,880,246 | 2,625,979 | 1,908,141 | 1,096,399 | 1,493,794 | 1,888,557 | 2,743,908 | 3,405,497 | 3,483,752 | 1,891,021 |

### By Manufacturing Groups

| | 1929 | 1930 | 1931 | 1932 | 1933 | 1934 | 1935 | 1936 | 1937 | 1938 |
|---|---|---|---|---|---|---|---|---|---|---|
| Chrysler Corp. | 344,874 | 224,581 | 228,459 | 191,384 | 385,666 | 432,195 | 629,243 | 851,884 | 883,572 | 472,565 |
| Ford Motor Co. | 1,316,286 | 1,059,453 | 532,047 | 262,106 | 313,225 | 532,589 | 828,889 | 764,121 | 791,176 | 387,514 |
| General Motors | 1,271,129 | 905,427 | 825,437 | 454,739 | 646,556 | 752,375 | 1,052,297 | 1,466,852 | 1,414,186 | 847,885 |
| All Others | 947,917 | 436,518 | 322,198 | 98,190 | 148,347 | 171,398 | 233,479 | 321,640 | 394,818 | 183,057 |

† Data from R. L. Polk & Co.

## In Percentage of Total by Makes

| | 1929 | 1930 | 1931 | 1932 | 1933 | 1934 | 1935 | 1936 | 1937 | 1938 |
|---|---|---|---|---|---|---|---|---|---|---|
| Auburn | .46 | .43 | 1.55 | 1.06 | .34 | .29 | .19 | .05 | ...... | ...... |
| Austin | ...... | .17 | .15 | ...... | .25 | .06 | ...... | ...... | ...... | *.04 |
| Buick | 4.44 | 4.67 | 4.76 | 4.53 | 2.93 | 3.34 | 3.19 | 4.72 | 5.89 | 8.80 |
| Cadillac | .38 | .46 | .58 | .57 | .26 | .26 | .24 | .35 | .32 | .56 |
| Chevrolet | 20.10 | 23.57 | 30.59 | 29.46 | 31.77 | 28.32 | 23.93 | 27.33 | 22.05 | 24.56 |
| Chrysler | 2.18 | 2.32 | 2.76 | 2.37 | 1.92 | 1.49 | 1.48 | 1.72 | 2.63 | 2.44 |
| Continental | ...... | ...... | ...... | ...... | .22 | .05 | ...... | ...... | ...... | ...... |
| Cord | .02 | .07 | .07 | .03 | ...... | ...... | ...... | .03 | .03 | ...... |
| De Soto | 1.54 | 1.34 | 1.49 | 2.31 | 1.42 | .61 | .98 | 1.32 | 2.14 | 1.86 |
| De Vaux | ...... | ...... | .25 | .12 | ...... | ...... | ...... | ...... | ...... | ...... |
| Dodge | 2.98 | 2.44 | 2.78 | 2.56 | 5.76 | 4.77 | 6.52 | 7.30 | 7.33 | 5.55 |
| Durant | 1.23 | .82 | .38 | .10 | ...... | ...... | ...... | ...... | ...... | ...... |
| Ford | 33.76 | 40.18 | 27.70 | 23.62 | 20.83 | 28.09 | 30.12 | 21.99 | 21.99 | 19.24 |
| Franklin | .28 | .28 | .20 | .17 | .09 | .02 | ...... | ...... | ...... | ...... |
| Graham | 1.56 | 1.15 | 1.01 | 1.17 | .68 | .68 | .58 | .48 | .40 | .22 |
| Hudson | 1.62 | 1.16 | 1.01 | .79 | .20 | 1.02 | .79 | .61 | 2.58 | 2.16 |
| Hupmobile | 1.14 | .93 | .91 | .98 | .45 | .35 | .27 | .05 | .01 | ..05 |
| La Fayette | ...... | ...... | ...... | ...... | ...... | .49 | .64 | ...... | ...... | ...... |
| La Salle | .52 | .43 | .36 | .35 | .25 | .27 | .43 | .41 | .83 | .83 |
| Lincoln | .16 | .17 | .18 | .29 | .14 | .11 | .09 | .46 | .72 | .90 |
| Marmon | .58 | .47 | .30 | .12 | .01 | ...... | ...... | ...... | ...... | ...... |
| Mercury | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | .36 |
| Nash | 2.71 | 1.95 | 2.06 | 1.85 | .76 | .76 | .65 | 1.27 | 2.03 | 1.68 |
| Oakland | .82 | .82 | .68 | ...... | ...... | ...... | ...... | ...... | ...... | ...... |
| Oldsmobile | 2.41 | 1.92 | 2.46 | 2.20 | 2.36 | 3.80 | 5.44 | 5.25 | 5.41 | 4.89 |
| Packard | 1.15 | 1.08 | .85 | 1.01 | .61 | .35 | 1.37 | 2.02 | 2.74 | 2.80 |
| Pierce-Arrow | .22 | .26 | .24 | .25 | .14 | .09 | .03 | .02 | ...... | ...... |
| Plymouth | 2.19 | 2.45 | 4.94 | 10.21 | 16.71 | 16.02 | 13.96 | 14.68 | 13.27 | 15.14 |
| Pontiac | 4.08 | 2.60 | 3.83 | 4.37 | 5.71 | 3.85 | 5.11 | 5.04 | 6.10 | 5.20 |
| Reo | .45 | .44 | .35 | .35 | .24 | .20 | .14 | .09 | ...... | ...... |
| Rockne | ...... | ...... | ...... | 1.55 | .97 | ...... | ...... | ...... | ...... | ...... |
| Studebaker | 2.13 | 2.15 | 2.44 | 2.28 | 1.45 | 2.20 | 1.44 | 1.99 | 2.01 | 2.19 |
| Terraplane (Essex) | 4.93 | 2.41 | 2.23 | 2.62 | 2.40 | 2.15 | 1.96 | 2.30 | * | * |
| Willys-Whippet | 4.18 | 1.97 | 2.25 | 2.05 | 1.03 | .35 | .38 | .36 | 1.47 | .69 |
| Willys-Knight | .96 | .54 | .44 | .31 | .02 | ...... | ...... | ...... | ...... | ...... |
| Miscellaneous | .82 | .35 | .20 | .35 | .08 | .01 | .07 | .16 | .05 | .04 |
| Total | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |

### By Manufacturing Groups

| | 1929 | 1930 | 1931 | 1932 | 1933 | 1934 | 1935 | 1936 | 1937 | 1938 |
|---|---|---|---|---|---|---|---|---|---|---|
| Chrysler Corp. | 8.89 | 8.55 | 11.97 | 17.45 | 25.82 | 22.89 | 22.93 | 25.02 | 25.36 | 24.99 |
| Ford Motor Co. | 33.92 | 40.34 | 27.88 | 23.91 | 20.97 | 28.20 | 30.21 | 22.44 | 22.71 | 20.49 |
| General Motors | 32.75 | 34.48 | 43.26 | 41.48 | 43.28 | 39.84 | 38.35 | 43.09 | 40.60 | 44.84 |
| All Others | 24.44 | 16.63 | 16.89 | 17.16 | 9.93 | 9.07 | 8.51 | 9.45 | 11.33 | 9.68 |

*1929–1930
Buick includes Marquette.
Marmon includes Roosevelt.
Oldsmobile includes Viking.

*1931
Oldsmobile includes Viking.

*1936
Nash includes La Fayette for 10 months.

*1937–1938
Terraplane included with Hudson.
Austin now Bantam.

# REGISTRATIONS

## New Truck Registrations‡

| | 1929 | 1930 | 1931 | 1932 | 1933 | 1934 | 1935 | 1936 | 1937 | 1938 |
|---|---|---|---|---|---|---|---|---|---|---|
| Autocar | 2,941 | 2,009 | 1,748 | 1,015 | 1,127 | 1,139 | 1,001 | 1,451 | 2,181 | 1,617 |
| Brockway | 4,533* | 3,780* | 1,685* | 752 | 875 | 1,213 | 1,245 | 1,695 | 1,593 | 1,303 |
| Chevrolet | 160,892 | 118,253 | 99,600 | 60,784 | 99,880 | 157,507 | 167,129 | 204,344 | 183,674 | 119,479 |
| Diamond T | 3.590 | 2,888 | 2,483 | 2,250 | 4,139 | 5,440 | 6,454 | 8,750 | 8,118 | 4,393 |
| Dodge | 28,567 | 15,558 | 13,518 | 8,744 | 28,034 | 48,252 | 61,488 | 85,295 | 64,098 | 33,656 |
| Federal | 2,853 | 2,095 | 1,523 | 1,167 | 1,360 | 1,962 | 2,190 | 2,930 | 2,339 | 1,370 |
| Ford | 223,405 | 197,216 | 138,854 | 66,937 | 62,397 | 128,250 | 185,848 | 177,244 | 189,376 | 100,959 |
| G. M. C. | 14,248 | 9,004 | 6,919 | 6,359 | 6,602 | 10,449 | 11,442 | 26,980 | 43,522 | 20,152 |
| Hudson | ...... | ...... | ...... | ...... | ...... | ...... | 638 | 1,905 | 4,823 | 719 |
| Indiana | ...... | ...... | ...... | 957 | 1,252 | 729 | 862 | 1,705 | 1,371 | 435 |
| International | 31,434 | 23.703 | 21,073 | 15,752 | 26,658 | 31,555 | 53,471 | 71,958 | 76,174 | 55,836 |
| Mack | 6,823 | 4,943 | 2,945 | 1,425 | 1,652 | 1,830 | 1,515 | 4,226 | 5,513 | 4.406 |
| Plymouth | ...... | ...... | ...... | ...... | ...... | ...... | 660 | 2,420 | 13,709 | 6,652 |
| Reo | 12,894 | 6,427 | 5,166 | 3,187 | 3,042 | 5,035 | 5,101 | 4,227 | 4,254 | 2,929 |
| Sterling | 1,577 | 1,244 | 739 | 227 | 108 | 134 | 174 | 277 | 311 | 267 |
| Stewart | 2,163 | 2,315 | 1,394 | 867 | 684 | 736 | 880 | 1,280 | 1,148 | 390 |
| Studebaker | 1,661 | 1,518 | 3,495 | 2,430 | 2,407† | 1,697 | 2,100 | 3,279 | 5,129 | 2,000 |
| White | 6,121 | 4,395 | 2,561 | 2,138 | 1,384 | 3,963 | 3,304 | 5,757 | 5,933 | 3,514 |
| Willys | 6,536 | 4,264 | 3,131 | 1,132 | 233 | 25 | 2,280 | 2,441 | 1,122 | 1,889 |
| All Others | 16.819 | 11,107 | 7,050 | 4,290 | 4,035 | 3,970 | 2,901 | 3,480 | 3,861 | 3,383 |
| Total | 527,057 | 410,699 | 313,884 | 180,413 | 245,869 | 403,886 | 510,683 | 611,644 | 618,249 | 365,349 |

* Includes Indiana. † Includes Rockne. ‡ Data from R. L. Polk & Co.

## U. S. Registrations of New Cars and Trucks*

### U. S. New Passenger Car Registrations

| | 1928 | 1929 | 1930 | 1931 | 1932 | 1933 | 1934 | 1935 | 1936 | 1937 | 1938 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| January | 136,071 | 219,760 | 180,094 | 126,776 | 87,493 | 79,821 | 61,242 | 136,635 | 215,775 | 280,685 | 145,765 | January |
| February | 165,537 | 235,590 | 211,645 | 134,133 | 82,813 | 69,464 | 94,887 | 170,615 | 176,651 | 215,049 | 120,359 | February |
| March | 254,214 | 377,802 | 298,824 | 200,841 | 92,192 | 78,741 | 173,287 | 261,477 | 301,239 | 363,738 | 181,222 | March |
| April | 332,056 | 481,675 | 357,064 | 265,732 | 121,093 | 119,909 | 223,050 | 319,650 | 397,186 | 384,951 | 192,241 | April |
| May | 351,459 | 454,132 | 345,031 | 247,727 | 131,282 | 160,242 | 219,225 | 293,199 | 392,744 | 391,697 | 178,052 | May |
| June | 317,069 | 386,398 | 260,861 | 201,911 | 148,752 | 174,190 | 223,864 | 280,360 | 369,422 | 360,236 | 156,384 | June |
| July | 324,120 | 432,503 | 254,098 | 194,322 | 104,188 | 185,660 | 229,006 | 285,178 | 357,490 | 365,767 | 148,896 | July |
| August | 329,674 | 376,886 | 203.737 | 155,744 | 93,457 | 178,661 | 193,198 | 233,851 | 262,912 | 306,958 | 127,954 | August |
| September | 271,821 | 304,452 | 175.286 | 124,903 | 81,893 | 157,976 | 146,931 | 157,098 | 208,896 | 235,683 | 93,269 | September |
| October | 284,939 | 288,697 | 150,219 | 102,659 | 63,195 | 136,326 | 140,937 | 149,389 | 171,397 | 202,898 | 119,053 | October |
| November | 211.736 | 183,756 | 93,066 | 75,829 | 44,358 | 94,180 | 107,574 | 220,262 | 223,732 | 196,463 | 200,853 | November |
| December | 160,883 | 138,555 | 96,054 | 77,564 | 45,683 | 58,624 | 75,356 | 237,194 | 327,053 | 179,621 | 226,973 | December |
| Total | 3,139,579 | 3,880,206 | 2,625,979 | 1,908,141 | 1,096,399 | 1,493,794 | 1,888,557 | 2,743,908 | 3,404,497 | 3,483,752 | 1,891,021 | Total |

### U. S. New Truck Registrations

| | 1928 | 1929 | 1930 | 1931 | 1932 | 1933 | 1934 | 1935 | 1936 | 1937 | 1938 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| January | 16,431 | 29,900 | 30,236 | 24,415 | 14,776 | 11,709 | 22,903 | 34,759 | 43,760 | 47,618 | 31,995 | January |
| February | 17,510 | 32,637 | 31,880 | 23,466 | 14,558 | 9,707 | 24,476 | 34,797 | 40,301 | 41,843 | 27,551 | February |
| March | 24,698 | 46,368 | 42,199 | 30,609 | 16,874 | 9,934 | 33,884 | 41,511 | 52,428 | 60,301 | 37,255 | March |
| April | 30,272 | 56,299 | 47,029 | 36,848 | 17,784 | 17,301 | 38,882 | 46,785 | 64,956 | 67,832 | 35,682 | April |
| May | 32,468 | 52,874 | 43,286 | 33,496 | 18,696 | 20,925 | 39,831 | 47,968 | 62,183 | 65,857 | 32,937 | May |
| June | 29,155 | 45,114 | 33,531 | 28,496 | 17,876 | 23,254 | 34,768 | 48,243 | 56,851 | 58,626 | 30,647 | June |
| July | 31,844 | 57,943 | 39,904 | 30,102 | 14,731 | 30,642 | 37,490 | 51,243 | 63,695 | 61,686 | 33,475 | July |
| August | 36,753 | 52,557 | 33,787 | 27,070 | 15,081 | 28,799 | 40,790 | 50,355 | 59,222 | 60,872 | 34,231 | August |
| September | 35,135 | 46,560 | 33,933 | 25,967 | 14,967 | 31,269 | 37,225 | 41,390 | 54,611 | 54,711 | 26,570 | September |
| October | 40,890 | 49,899 | 34,237 | 24,685 | 15,156 | 28,058 | 40,878 | 37,439 | 41,220 | 40,246 | 19,589 | October |
| November | 27,491 | 33,631 | 22,012 | 15,553 | 10,392 | 18,691 | 28,689 | 36,935 | 30,255 | 27,248 | 23,943 | November |
| December | 18,476 | 23,275 | 18,665 | 13,177 | 9,522 | 15,580 | 24,070 | 39,258 | 42,162 | 31,409 | 31,474 | December |
| Total | 341,123 | 527,057 | 410,699 | 313,884 | 180,413 | 245,869 | 403,886 | 510,683 | 611,644 | 618,249 | 365,349 | Total |

### Total U. S. New Passenger Car and Truck Registrations

| | 1928 | 1929 | 1930 | 1931 | 1932 | 1933 | 1934 | 1935 | 1936 | 1937 | 1938 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| January | 152,502 | 249,660 | 210,330 | 151,191 | 102,269 | 91,530 | 84,145 | 171,394 | 259,535 | 328,303 | 177,760 | January |
| February | 183,047 | 268,227 | 243,525 | 157,599 | 97,371 | 79,171 | 119,363 | 205,412 | 216,952 | 256,892 | 147,910 | February |
| March | 278,912 | 424,170 | 341,023 | 231,450 | 109,066 | 88,675 | 207,171 | 302,988 | 353,667 | 424,039 | 218,477 | March |
| April | 362,328 | 537,974 | 404,093 | 302,580 | 138,877 | 137,210 | 261,932 | 366,435 | 462,142 | 452,783 | 227,923 | April |
| May | 383,927 | 507,006 | 388,317 | 281,223 | 149,978 | 181,167 | 259,056 | 341,167 | 454,927 | 457,554 | 210,989 | May |
| June | 346,224 | 431,512 | 294,392 | 230,407 | 166,628 | 197,444 | 258,632 | 328,603 | 426,273 | 418,862 | 187,031 | June |
| July | 355,964 | 490,446 | 294,002 | 224,424 | 118,919 | 216,302 | 266,496 | 336,421 | 421,185 | 427,453 | 182,371 | July |
| August | 366,427 | 429,443 | 237,524 | 182,814 | 108,538 | 207,460 | 233,988 | 284,206 | 322,134 | 367,830 | 162,185 | August |
| September | 306,956 | 351,012 | 209,219 | 150,870 | 96,860 | 189,245 | 184,156 | 198,488 | 263,507 | 290,394 | 119,839 | September |
| October | 325,829 | 338,596 | 184,456 | 127,344 | 78,351 | 164,384 | 181,815 | 185,828 | 212,617 | 243,144 | 138,642 | October |
| November | 239,227 | 217,387 | 115,078 | 91,382 | 54,750 | 112,871 | 136,263 | 257,197 | 253,987 | 223,717 | 224,796 | November |
| December | 179,359 | 161,830 | 114,719 | 90,741 | 55,205 | 74,204 | 99,426 | 276,452 | 369,215 | 211,030 | 258,447 | December |
| Total | 3,480,702 | 4,407,263 | 3,036,678 | 2,222,025 | 1,276,812 | 1,739,663 | 2,292,443 | 3,254,591 | 4,016,141 | 4,102,001 | 2,256,370 | Total |

* Figures from R. L. Polk & Co.

# U. S. New Car Registrations and Estimated Dollar Volume

| Month | 1935 | | | 1936 | | | 1937 | | | 1938 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Units † | Dollar * Volume | Average Price per Car | Units † | Dollar * Volume | Average Price per Car | Units † | Dollar ‡ Volume | Average Price per Car | Units † | Dollar ‡ Volume | Average Price per Car |
| January | 136,527 | $96,400,000 | $706 | 215,771 | $149,100,000 | $691 | 280,350 | $222,300,000 | $768 | 145,663 | $126,600,000 | $869 |
| February | 170,526 | 119,300,000 | 700 | 176,646 | 120,900,000 | 684 | 214,834 | 167,800,000 | 781 | 120,261 | 104,400,000 | 868 |
| March | 261,421 | 182,600,000 | 698 | 301,256 | 207,900,000 | 690 | 363,477 | 286,200,000 | 787 | 181,037 | 157,200,000 | 868 |
| April | 319,590 | 225,400,000 | 705 | 397.103 | 275,700,000 | 694 | 385,187 | 305,300,000 | 793 | 192,086 | 166,800,000 | 868 |
| May | 293,149 | 199,900,000 | 682 | 391,542 | 271,100,000 | 692 | 391,608 | 309,900,000 | 791 | 177,951 | 154,300,000 | 866 |
| June | 280,309 | 190,900,000 | 681 | 368,469 | 253,500,000 | 688 | 360,159 | 285,100.000 | 792 | 156,290 | 135,600,000 | 867 |
| July | 285,161 | 192,500,000 | 675 | 356,815 | 244,600,000 | 686 | 365,783 | 288,200,000 | 788 | 148,798 | 128,400,000 | 863 |
| August | 233,820 | 157,700,000 | 674 | 262,709 | 181,800,000 | 692 | 307,285 | 244,600,000 | 796 | 127,955 | 110,100,000 | 860 |
| September | 157,071 | 107,000,000 | 681 | 208,517 | 143,800,000 | 689 | 231,851 | 187,600,000 | 809 | 93,165 | 79,700,000 | 856 |
| October | 147,801 | 106,700,000 | 722 | 170,959 | 122,000,000 | 713 | 202,471 | 168,000,000 | 830 | 118,957 | 105,700,000 | 888 |
| November | 219,710 | 152,100.000 | 692 | 222,787 | 162,700,000 | 730 | 196,133 | 176,200,000 | 898 | 200,802 | 172,300,000 | 857 |
| December | 237,161 | 164,600,000 | 694 | 326,697 | 236,900,000 | 725 | 179,687 | 157,900,000 | 879 | 226,832 | 193,200,000 | 851 |
| Total | 2,742,246 | $1,895,100,000 | $691 | 3,399,271 | $2,370,000,000 | $697 | 3,478,825 | $2,799,100,000 | $805 | 1,889,797 | $1,634,300,000 | $864 |

† The difference between the number of units shown hee and those for new car registrations by years is due to the cars grouped under "Miscellaneous" of which no account is taken in these calculations.

* All calculations are based on list price F.O.B. factory of the five-passenger, four-door sedan in conjunction with new car registrations or each model.

‡ These data are not comparable with previous years as during 1937 and 1938 "Delivered Price at Factory" was used in place of the "List Price F.O.B. Factory" of former years.

# New Motor Vehicle Registrations by States*

| | Passenger Cars | | | Trucks | | | Total New Motor Vehicles | | | Per Cent of Total | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1938 | 1937 | 1936 | 1938 | 1937 | 1936 | 1938 | 1937 | 1936 | 1938 | 1937 | 1936 |
| Alabama | 19,427 | 34,936 | 35,198 | 7,041 | 12,874 | 13,187 | 26,468 | 47,810 | 48,385 | 1.17 | 1.16 | 1.21 |
| Arizona | 6,738 | 12,562 | 12,758 | 2,051 | 3,659 | 3,510 | 8,789 | 16,221 | 16,268 | .39 | .40 | .41 |
| Arkansas | 12,244 | 19,793 | 19,612 | 5,909 | 10,836 | 9,485 | 18,153 | 30,629 | 29,097 | .80 | .75 | .72 |
| California | 148,011 | 246,075 | 256,255 | 23,846 | 36,901 | 33,656 | 171,857 | 282,976 | 289,911 | 7.62 | 6.90 | 7.22 |
| Colorado | 17,699 | 32,505 | 35,721 | 4,771 | 8,411 | 9,060 | 22,470 | 40,916 | 44,781 | 1.00 | 1.00 | 1.11 |
| Connecticut | 26,283 | 51,268 | 51,342 | 4,422 | 7,767 | 8,240 | 30,705 | 59,035 | 59,582 | 1.36 | 1.44 | 1.48 |
| Delaware | 5,429 | 9,748 | 8,477 | 1,161 | 1,882 | 1,723 | 6,590 | 11,630 | 10,200 | .29 | .28 | .25 |
| District of Columbia | 17,944 | 28,259 | 32,787 | 1,753 | 2,857 | 2,940 | 19,697 | 31,116 | 35,727 | .87 | .76 | .89 |
| Florida | 26,102 | 43,445 | 38,988 | 6,540 | 10,722 | 9,412 | 32,642 | 54,167 | 48,400 | 1.45 | 1.32 | 1.21 |
| Georgia | 25,319 | 48,823 | 43,581 | 6,818 | 12,998 | 12,941 | 32,137 | 61,821 | 56,522 | 1.42 | 1.51 | 1.41 |
| Idaho | 6,883 | 14,139 | 14,438 | 2,613 | 4,454 | 41,939 | 9,496 | 18,593 | 19,377 | .42 | .45 | .48 |
| Illinois | 133,914 | 250.205 | 236,138 | 18,055 | 30,451 | 31,123 | 151,969 | 280,656 | 267,261 | 6.74 | 6.84 | 6.65 |
| Indiana | 56,339 | 123,971 | 116.280 | 9,899 | 18,269 | 20,027 | 66,238 | 142,240 | 136,307 | 2.95 | 3.47 | 3.39 |
| Iowa | 47,489 | 68,196 | 71,883 | 8.940 | 12,449 | 12,999 | 56,429 | 80,645 | 84,882 | 2.50 | 1.97 | 2.11 |
| Kansas | 27,301 | 56,315 | 54,094 | 7,960 | 12,409 | 11,406 | 35,261 | 68,724 | 65,500 | 1.56 | 1.67 | 1.63 |
| Kentucky | 22,906 | 41,391 | 40,109 | 7,244 | 11,597 | 10,870 | 30,150 | 52,988 | 50,979 | 1.34 | 1.29 | 1.27 |
| Louisiana | 24,842 | 34,084 | 37,471 | 6,155 | 10,111 | 9,753 | 30,997 | 44,195 | 47,224 | 1.37 | 1.08 | 1.18 |
| Maine | 11,038 | 20,048 | 17,890 | 3,315 | 5,658 | 5,337 | 14,353 | 25,706 | 23,227 | .64 | .63 | .58 |
| Maryland | 27,331 | 46,371 | 44,228 | 4,741 | 7,763 | 7,382 | 32,072 | 54,134 | 51,610 | 1.42 | 1.32 | 1.29 |
| Massachusetts | 63,682 | 115,603 | 117,261 | 9,459 | 16,235 | 15,350 | 73,141 | 131,838 | 132,611 | 3.24 | 3.21 | 3.31 |
| Michigan | 87,184 | 241,156 | 226,968 | 11,268 | 24,549 | 24,840 | 98,452 | 265,705 | 251,808 | 4.36 | 6.48 | 6.27 |
| Minnesota | 52,667 | 82,874 | 81,773 | 8,674 | 13,555 | 14,144 | 61,341 | 96,429 | 95,917 | 2.72 | 2.35 | 2.39 |
| Mississippi | 13,670 | 22,646 | 25,006 | 5,826 | 11,176 | 10,367 | 19,496 | 33,822 | 35,373 | .86 | .82 | .88 |
| Missouri | 55,543 | 89,965 | 87,687 | 11,718 | 19,170 | 20,142 | 67,261 | 109,135 | 107,829 | 2.98 | 2.66 | 2.68 |
| Montana | 10,154 | 18,062 | 20,745 | 4,112 | 5,044 | 5,930 | 14,266 | 23,106 | 26,675 | .63 | .56 | .66 |
| Nebraska | 22,319 | 33,640 | 37,695 | 4,664 | 6,202 | 6,996 | 26,983 | 39,845 | 44,691 | 1.20 | .97 | 1.11 |
| Nevada | 2,576 | 4,767 | 5,255 | 731 | 1,167 | 1,210 | 3,307 | 5,934 | 6,465 | .15 | .14 | .16 |
| New Hampshire | 7,060 | 12,961 | 12,258 | 1,759 | 3,022 | 3,196 | 8,821 | 15,983 | 15,454 | .39 | .39 | .38 |
| New Jersey | 70,764 | 122,103 | 111,737 | 11,591 | 18,446 | 16,935 | 82,355 | 140,549 | 128,672 | 3.65 | 3.43 | 3.21 |
| New Mexico | 6,393 | 10,781 | 10,881 | 2,911 | 5,089 | 4,545 | 9,304 | 15,870 | 15,426 | .41 | .39 | .38 |
| New York | 194,049 | 329,951 | 303,323 | 26,656 | 41,922 | 39,159 | 220,705 | 371,873 | 342,482 | 9.78 | 9.07 | 8.53 |
| North Carolina | 33,922 | 55,341 | 49,364 | 9,309 | 15,691 | 14,286 | 43,231 | 71,032 | 63,650 | 1.92 | 1.73 | 1.58 |
| North Dakota | 8,620 | 12,060 | 11,095 | 2,463 | 3.193 | 2,680 | 11,083 | 15,253 | 13.775 | .49 | .37 | .34 |
| Ohio | 105,439 | 250,192 | 244,865 | 15,261 | 28,440 | 30,028 | 120,700 | 278,632 | 274,893 | 5.35 | 6.79 | 6.84 |
| Oklahoma | 34,343 | 51,580 | 56,605 | 8,956 | 14,702 | 14,737 | 43,299 | 66,282 | 71,342 | 1.92 | 1.62 | 1.78 |
| Oregon | 18,769 | 35,915 | 40,460 | 4,064 | 7,859 | 8,050 | 22.833 | 43,774 | 48,510 | 1.01 | 1.07 | 1.21 |
| Pennsylvania | 140,332 | 293,909 | 273,281 | 21,044 | 39,150 | 41,919 | 161,376 | 333,059 | 315,200 | 7.15 | 8.12 | 7.85 |
| Rhode Island | 10,483 | 20,500 | 19,309 | 1,531 | 2,749 | 2,594 | 12,014 | 23,249 | 21,903 | .53 | .57 | .55 |
| South Carolina | 15,748 | 26,959 | 24,020 | 4,305 | 7,257 | 6,091 | 20.053 | 34,216 | 30,111 | .89 | .83 | .75 |
| South Dakota | 7,911 | 12,728 | 13,556 | 2,003 | 2,659 | 2,962 | 9,914 | 15,387 | 16,518 | .44 | .38 | .41 |
| Tennessee | 24,973 | 42,320 | 41,959 | 6,476 | 10,799 | 11,062 | 31,449 | 53,119 | 53,021 | 1.39 | 1.29 | 1.32 |
| Texas | 103,817 | 150,093 | 157,995 | 25,882 | 40,905 | 38,903 | 129,699 | 190,998 | 196,898 | 5.76 | 4.66 | 4.91 |
| Utah | 7,045 | 14,358 | 14,398 | 1,984 | 3,298 | 3,571 | 9,029 | 17,656 | 17,969 | .40 | .43 | .45 |
| Vermont | 4.687 | 8,799 | 8,413 | 1,228 | 2,444 | 2,308 | 5,915 | 11,243 | 10,721 | .26 | .27 | .27 |
| Virginia | 31,204 | 50,768 | 50,346 | 7,906 | 12,928 | 12,904 | 39,110 | 63,696 | 63,250 | 1.73 | 1.55 | 1.57 |
| Washington | 23,935 | 49,699 | 54,458 | 5,416 | 10,222 | 10,666 | 29,351 | 59,921 | 65,124 | 1.30 | 1.46 | 1.62 |
| West Virginia | 16,483 | 35,679 | 37,272 | 4,694 | 9,269 | 9,181 | 21,177 | 44,948 | 46,453 | .94 | 1.10 | 1.16 |
| Wisconsin | 48,872 | 97,241 | 89,569 | 8,516 | 16,412 | 16,237 | 57,388 | 113,652 | 105,806 | 2.54 | 2.77 | 2.63 |
| Wyoming | 5,136 | 8,968 | 9,693 | 1,708 | 2,627 | 2,661 | 6,844 | 11,595 | 12,354 | .30 | .28 | .31 |
| Total | 1,891,021 | 3,483,752 | 3,404,497 | 365,349 | 618,249 | 611,644 | 2,256,370 | 4.102,001 | 4,016,141 | 100.00 | 100.00 | 100.00 |

* Data from R. L. Polk & Co.

# U. S. and WORLD REGISTRATIONS

## World Motor Vehicle Registration by Years

| | 1932 | 1933 | 1934 | 1935 | 1936 | 1937 | 1938 |
|---|---|---|---|---|---|---|---|
| Africa | 369,814 | 383,227 | 425,573 | 466,603 | 562,892 | 619,867 | 655,755 |
| America (less U.S.A.) | 1,896,380 | 1,827,754 | 1,860,135 | 1,917,676 | 2,001,459 | 2,105,190 | 2,214,318 |
| Asia | 486,292 | 506,925 | 546,201 | 597,601 | 625,718 | 666,719 | 666,550 |
| Europe | 5,498,704 | 6,052,758 | 6,656,012 | 7,136,425 | 7,791,665 | 8,455,577 | 9,065,475 |
| Oceania | 740,016 | 778,856 | 826,711 | 890,669 | 972,059 | 1,052,511 | 1,128,637 |
| Total | 8,991,206 | 9,549,520 | 10,314,632 | 11,008,974 | 11,953,793 | 12,899,864 | 13,730,735 |
| United States† | 24,341,822 | 23,849,932 | 24,881,467 | 26,225,757 | 28,091,709 | 29,649,270 | 29,211,652 |
| World Total | 33,333,028 | 33,399,452 | 35,196,099 | 37,234,731 | 40,045,502 | 42,549,134 | 42,942,387 |

†AUTOMOTIVE INDUSTRIES, all others *The American Automobile* (Overseas Edition).

## U. S. Motor Vehicle Registrations by States

*(As of December 31, 1938 and 1937)*

| STATE | Passenger Cars * 1938 | Passenger Cars * 1937 | Trucks 1938 | Trucks 1937 | Buses 1938 | Buses 1937 | Total Registered Motor Vehicles 1938 | Total Registered Motor Vehicles 1937 | Per Cent Change | Per Cent of Total 1938 | Per Cent of Total 1937 | Persons per Motor† Vehicle 1938 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Alabama | 239,178 | 246,598 | 50,780 | 53,070 | 463 | 458 | 290,421 | 300,126 | − 3.3 | 1.00 | 1.01 | 9.86 |
| Arizona | 105,447 | 105,869 | 22,998 | 22,973 | 346 | 368 | 128,791 | 129,210 | − 0.5 | .44 | .44 | 3.19 |
| Arkansas | 167,262 | 174,277 | 53,789 | 59,263 | 362 | 348 | 221,413 | 233,888 | − 5.4 | .76 | .79 | 9.24 |
| California (6) | 2,339,208 | 2,319,341 | 170,483 | 164,132 | (a) | (a) | 2,509,691 | 2,483,473 | + 1.0 | 8.52 | 8.38 | 2.47 |
| Colorado | 303,377 | 304,400 | 31,447 | 32,795 | 1,093 | 1,043 | 335,917 | 338,238 | − 0.7 | 1.15 | 1.14 | 3.18 |
| Connecticut | 368,351 | 367,119 | 63,910 | 68,070 | 1,029 | 1,060 | 433,290 | 436,249 | − 0.7 | 1.49 | 1.47 | 4.01 |
| Delaware | 53,800 | 53,285 | 10,500 | 10,314 | (a) | (a) | 64,300 | 63,599 | + 1.1 | .22 | .21 | 4.05 |
| District of Columbia | 149,224 | 163,886 | 14,267 | 18,862 | 1,378 | 1,371 | 164,869 | 184,119 | −10.5 | .57 | .62 | 3.80 |
| Florida | 350,222 | 350,079 | 70,043 | 70,308 | 2,249 | 754 | 422,514 | 421,141 | + 0.3 | 1.45 | 1.42 | 3.95 |
| Georgia | 357,642 | 363,641 | 76,154 | 78,803 | 2,583 | ...... | 436,379 | 442,444 | − 1.4 | 1.50 | 1.49 | 7.06 |
| Idaho | 109,616 | 113,477 | 27,809 | 28,208 | ...... | 128 | 137,425 | 141,813 | − 3.1 | .47 | .48 | 3.58 |
| Illinois | 1,567,775 | 1,556,702 | 222,582 | 220,639 | (a) | (a) | 1,790,357 | 1,777,341 | + 0.7 | 6.14 | 5.99 | 4.40 |
| Indiana | 793,969 | 814,564 | 122,168 | 140,292 | 1,149 | 1,160 | 917,286 | 956,016 | − 4.1 | 3.14 | 3.22 | 3.78 |
| Iowa | 650,133 | 656,090 | 92,884 | 86,636 | (a) | (a) | 743,017 | 742,726 | ...... | 2.55 | 2.51 | 3.43 |
| Kansas | 476,241 | 493,293 | 97,744 | 93,046 | ...... | 346 | 573,985 | 586,685 | − 2.2 | 1.97 | 1.98 | 3.24 |
| Kentucky | 346,940 | 344,542 | 63,676 | 59,341 | 648 | ....... | 411,264 | 403,883 | + 1.8 | 1.41 | 1.36 | 7.10 |
| Louisiana | 245,274 | 247,690 | 77,009 | 80,630 | ..... | (b) | 322,283 | 328,320 | − 1.9 | 1.10 | 1.11 | 6.61 |
| Maine | 155,000 | 157,596 | 40,000 | 43,171 | ..... | 140 | 195,000 | 200,907 | − 3.0 | .67 | .68 | 4.38 |
| Maryland (1) | 339,986 | 331,509 | 53,926 | 52,014 | 1,009 | ..... | 394,921 | 383,523 | + 2.9 | 1.35 | 1.29 | 4.25 |
| Massachusetts | 733,759 | 737,998 | 104,134 | 104,316 | 4,715 | 4,927 | 842,608 | 847,241 | − 0.6 | 2.89 | 2.86 | 5.25 |
| Michigan | 1,269,204 | 1,362,769 | 139,631 | 146,117 | (a) | ..... | 1,408,835 | 1,508,886 | − 6.6 | 4.83 | 5.09 | 3.42 |
| Minnesota | 705,019 | 704,155 | 115,970 | 117,632 | 252 | 282 | 821,241 | 822,069 | − 0.2 | 2.81 | 2.77 | 3.22 |
| Mississippi | 165,000 | 171,507 | 51,000 | 53,072 | (b) | (b) | 216,000 | 224,579 | − 3.8 | .74 | .76 | 9.36 |
| Missouri | 705,000 | 701,438 | 135,000 | 134,457 | ..... | ..... | 840,000 | 835,895 | + 0.5 | 2.88 | 2.82 | 4.74 |
| Montana | 130,188 | 133,811 | 41,138 | 40,081 | ..... | (a) | 171,326 | 173,892 | − 1.5 | .59 | .59 | 3.14 |
| Nebraska | 345,500 | 351,184 | 63,500 | 63,667 | ..... | 190 | 409,000 | 415,041 | − 1.5 | 1.40 | 1.40 | 3.33 |
| Nevada | 31,500 | 32,563 | 7,650 | 8,092 | (a) | ..... | 39,150 | 40,655 | − 3.7 | .13 | .14 | 2.57 |
| New Hampshire | 97,635 | 100,510 | 23,597 | 23,768 | (a) | ..... | 121,232 | 124,278 | − 2.5 | .42 | .42 | 4.20 |
| New Jersey | 862,899 | 854,667 | 131,950 | 134,458 | 5,069 | 5,372 | 999,918 | 994,497 | + 0.5 | 3.43 | 3.35 | 4.34 |
| New Mexico | 92,262 | 90,583 | 26,915 | 31,117 | 976 | (b) | 120,153 | 121,700 | − 1.3 | .41 | .41 | 3.51 |
| New York | 2,227,839 | 2,220,379 | 326,808 | 333,543 | (c) 33,942 | (c) 32,832 | 2,588,589 | 2,586,754 | + 0.1 | 8.87 | 8.72 | 5.00 |
| North Carolina | 449,186 | 446,454 | 74,211 | 73,383 | 843 | 696 | 524,240 | 520,533 | + 0.7 | 1.80 | 1.76 | 6.66 |
| North Dakota | 141,111 | 141,018 | 33,061 | 32,084 | 84 | 86 | 174,256 | 173,188 | + 0.6 | .60 | .58 | 4.05 |
| Ohio (2) (3) | 1,489,000 | 1,695,648 | 170,800 | 180,484 | ..... | (a) | 1,659,800 | 1,876,132 | −11.6 | 5.69 | 6.33 | 4.05 |
| Oklahoma | 438,874 | 446,083 | 92,943 | 98,675 | (c) 2,204 | (c) 2,505 | 534,021 | 547,263 | − 2.5 | 1.83 | 1.84 | 4.77 |
| Oregon | 296,837 | 298,971 | 59,829 | 60,660 | 655 | 718 | 357,321 | 360,349 | − 0.9 | 1.22 | 1.22 | 2.87 |
| Pennsylvania | 1,743,842 | 1,751,488 | 255,654 | 257,330 | 5,451 | 6,062 | 2,004,947 | 2,014,880 | − 0.5 | 6.87 | 6.80 | 5.07 |
| Rhode Island | 149,715 | 148,633 | 20,101 | 19,768 | 411 | 438 | 170,227 | 168,839 | + 0.8 | .58 | .57 | 4.00 |
| South Carolina (4) | 237,857 | 239,793 | 41,379 | 39,835 | (b) | (b) | 279,236 | 279,628 | − 0.1 | .96 | .94 | 6.71 |
| South Dakota | 153,000 | 155,856 | 28,000 | 28,768 | 95 | 93 | 181,095 | 184,717 | − 2.0 | .62 | .62 | 3.82 |
| Tennessee (5) | 326,871 | 341,186 | 58,744 | 58,736 | (b) | 462 | 385,615 | 400,384 | − 3.7 | 1.32 | 1.35 | 7.50 |
| Texas | 1,186,022 | 1,164,050 | 316,757 | 294,639 | 876 | 788 | 1,503,655 | 1,459,477 | + 3.0 | 5.15 | 4.92 | 4.10 |
| Utah | 120,530 | 105,043 | 22,432 | 21,094 | 710 | 478 | 143,672 | 126,615 | +13.3 | .44 | .43 | 4.07 |
| Vermont | 78,265 | 78,273 | 9,042 | 9,029 | 95 | 105 | 87,402 | 87,407 | ...... | .30 | .29 | 4.38 |
| Virginia | 366,504 | 363,997 | 66,410 | 67,547 | 672 | 641 | 433,586 | 432,185 | + 0.3 | 1.49 | 1.46 | 6.24 |
| Washington | 439,232 | 450,143 | 83,204 | 84,577 | 912 | 763 | 523,348 | 535,483 | − 2.3 | 1.79 | 1.81 | 3.17 |
| West Virginia | 215,784 | 245,440 | 43,785 | 44,558 | 589 | 626 | 260,158 | 290,624 | −10.5 | .89 | .98 | 7.16 |
| Wisconsin | 700,865 | 714,754 | 135,413 | 145,822 | 580 | ....... | 836,858 | 860,576 | − 2.8 | 2.87 | 2.90 | 3.49 |
| Wyoming | 63,176 | 64,434 | 17,589 | 17,368 | 275 | (b) | 81,040 | 81,802 | + 0.2 | .28 | .28 | 2.89 |
| TOTAL | 25,081,121 | 25,476,786 | 4,058,815 | 4,107,244 | 71,716 | 65,240 | 29,211,652 | 29,649,270 | − 1.4 | 100.00 | 100.00 | 4.43‡ |

* Includes taxicabs.
† Based on Census Bureau estimate of population as of July 1, 1937.
‡ Average
(a) Included with trucks.
(b) Included with passenger cars.
(c) Includes taxicabs.

(1) From April 1 to December 31 for 1937, and from October 1, 1937 to September 30, 1938 for 1938.
(2) Nine months data, April 1, 1938 to December 31, 1938, transfers deducted.
(3) Twelve months data, April 1, 1937 to March 31, 1938, transfers included.
(4) To October 31, 1938.
(5) To November 30, 1938.
(6) Passenger cars include approximately 130,000 light commercial vehicles.

**For State Gasoline Taxes and Registration Fees see page 205**

# U. S. and WORLD

## U. S. Motor Vehicle Registrations by Years

| | Passenger Cars | Trucks and Buses | Total Motor Vehicles | Per Cent Increase |
|---|---|---|---|---|
| 1895 | 4 | ...... | 4 | .. |
| 1896 | 16 | ...... | 16 | .. |
| 1897 | 90 | ...... | 90 | .. |
| 1898 | 800 | ...... | 800 | .. |
| 1899 | 3,200 | ...... | 3,200 | .. |
| 1900 | 8,000 | ...... | 8,000 | .. |
| 1901 | 14,800 | ...... | 14,800 | .. |
| 1902 | 23,000 | ...... | 23,000 | .. |
| 1903 | 32,920 | ...... | 32,920 | .. |
| 1904 | 54,590 | 410 | 55,000 | .. |
| 1905 | 77,400 | 600 | 78,000 | 42 |
| 1906 | 105,900 | 1,100 | 107,000 | 37 |
| 1907 | 140,300 | 1,700 | 142,000 | 33 |
| 1908 | 194,400 | 3,100 | 197,500 | 39 |
| 1909 | 305,950 | 6,050 | 312,000 | 58 |
| 1910 | 458,500 | 10,000 | 468,500 | 50 |
| 1911 | 619,500 | 20,000 | 639,500 | 36 |
| 1912 | 902,600 | 41,400 | 944,000 | 48 |
| 1913 | 1,194,262 | 63,800 | 1,258,062 | 33 |
| 1914 | 1,625,739 | 85,600 | 1,711,339 | 36 |
| 1915 | 2,309,666 | 136,000 | 2,445,666 | 43 |
| 1916 | 3,297,996 | 215,000 | 3,512,996 | 44 |
| 1917 | 4,657,340 | 326,000 | 4,983,340 | 42 |
| 1918 | 5,621,617 | 525,000 | 6,146,617 | 23 |
| 1919 | 6,771,074 | 794,372 | 7,565,446 | 23 |
| 1920 | 8,225,859 | 1,006,082 | 9,231,941 | 22 |
| 1921 | 9,346,195 | 1,118,520 | 10,464,715 | 13 |
| 1922 | 10,864,128 | 1,375,725 | 12,239,853 | 17 |
| 1923 | 13,479,608 | 1,612,569 | 15,092,177 | 23 |
| 1924 | 15,460,649 | 2,134,724 | 17,595,373 | 17 |
| 1925 | 17,496,420 | 2,440,854 | 19,937,274 | 13 |
| 1926 | 19,237,171 | 2,764,222 | 22,001,393 | 10 |
| 1927 | 20,219,224 | 2,914,019 | 23,133,243 | 5 |
| 1928 | 21,379,125 | 3,113,999 | 24,493,124 | 6 |
| 1929 | 23,121,589 | 3,379,854 | 26,501,443 | 8 |
| 1930* | 23.183.241 | 3,473,831 | 26,657,072 | 0.2 |
| 1931* | 22,567,381 | 3,426.515 | 25,993,896 | —2.5 |
| 1932* | 21,139,092 | 3,202,730 | 24,341,822 | —6.4 |
| 1933* | 20,557,493 | 3,292,439 | 23,849,932 | —2.0 |
| 1934* | 21,535,199 | 3,346,268 | 24,881,467 | 4.3 |
| 1935* | 22,630,715 | 3,595,042 | 26,225,757 | 5.2 |
| 1936* | 24,161,820 | 3,929.889 | 28,091.709 | 7.2 |
| 1938* | 25,081,121 | 4,130,531 | 29,211,652 | —1.4 |

* AUTOMOTIVE INDUSTRIES count, all others Bureau of Public Roads.

## Motorcycle and Trailer Registrations

*(As of Dec. 31, 1938 and 1937)*

| | Motorcycles | | Trailers and Semitrailers | |
|---|---|---|---|---|
| State | 1938 | 1937 | 1938 | 1937 |
| Alabama | 773 | 830 | 4,113 | 4,850 |
| Arizona | 452 | 423 | 4.567 | 4,321 |
| Arkansas | 517 | 507 | 10.477 | 12.278 |
| California | 11,240 | 11,260 | 142,257 | 132,932 |
| Colorado | 1,284 | 1,316 | 1,440 | 1,468 |
| Connecticut | 1,789 | 1,996 | 5,356 | 4,904 |
| Delaware | 250 | 236 | 2,800 | 2,645 |
| District of Columbia | 725 | 708 | 2,300 | 2,152 |
| Florida | 1,496 | 1,244 | 17,066 | 16,238 |
| Georgia | 1,371 | 1,085 | 12,747 | 12,262 |
| Idaho | 548 | 564 | 17,999 | 18,645 |
| Illinois | 6,848 | 5,827 | 23,396 | 23,210 |
| Indiana | 4,543 | 4,092 | 59,248 | 61,102 |
| Iowa | 2,624 | 2,292 | 24,804 | 6,887 |
| Kansas | 1,084 | 986 | 6,728 | 5,862 |
| Kentucky | 1,116 | 951 | (2) | (2) |
| Louisiana | 1,027 | 834 | 13,054 | 14,321 |
| Maine | 850 | 874 | 9,600 | 9,751 |
| Maryland | 1,437 | 1,549 | 4,129 | 3,422 |
| Massachusetts | 767 | 1,169 | 13,108 | 11,311 |
| Michigan | 4,295 | 4,078 | 141,772 | 133,863 |
| Minnesota | 2,226 | 2,074 | 31,033 | 29,704 |
| Mississiopi | 225 | 234 | 1,975 | 2,078 |
| Missouri | 1,725 | 1,712 | 32,000 | 31,055 |
| Montana | 456 | 457 | 2,953 | 2,812 |
| Nebraska | 1,000 | 985 | 30,100 | 30,091 |
| Nevada | 102 | 113 | 1,250 | 1,262 |
| New Hampshire | 896 | 963 | 4,697 | 4,471 |
| New Jersey | 4,767 | 4,674 | 7,276 | 6,692 |
| New Mexico | 398 | 337 | 2,569 | 2,660 |
| New York | 11,427 | 10,230 | 41,652 | 36,213 |
| North Carolina | 1,705 | 1,449 | 42,317 | 40,129 |
| North Dakota | 296 | 262 | 849 | 816 |
| Ohio | 8,900 | 8,194 | 101,900 | 119,269 |
| Oklahoma | 1,090 | 1,143 | 25,500 | 26,471 |
| Oregon | 1,531 | 1,559 | (2) | (2) |
| Pennsylvania | 11,441 | 10,864 | 27,052 | 26,889 |
| Rhode Island | 809 | 724 | 654 | 571 |
| South Carolina | 1,021 | 785 | 4,707 | 5,716 |
| South Dakota | 415 | 419 | 18,180 | 20,121 |
| Tennessee | 1,464 | 1,473 | (2) | (2) |
| Texas | 3,980 | 3,667 | 50,944 | 47,162 |
| Utah | 444 | 439 | 591 | 953 |
| Vermont | 450 | 491 | 1,835 | 1,706 |
| Virginia | 1,685 | 1,880 | 9,075 | 6,730 |
| Washington | 2,025 | 2,055 | 17,826 | 16,031 |
| West Virginia | 991 | 1,161 | 2,640 | 3,164 |
| Wisconsin | 3,346 | 3,240 | 5.047 | 5,411 |
| Wyoming | 275 | 281 | 10,209 | 10,099 |
| Total | 110,126 | 104,686 | 991,752 | 960,700 |

(2) Included with trucks.

## U. S. Registrations 68 Per Cent of World

| | Motor Vehicles | Cars* | Trucks* | Buses* | Motorcycles* |
|---|---|---|---|---|---|
| Africa | 655,755 | 521,696 | 131,234 | ** | 54,820 |
| Americas (less U. S. A.) | 2,214,626 | 1,747,085 | 431,827 | 35,754 | 25,270 |
| Asia | 666,550 | 413,268 | 174,397 | 76,835 | 101,958 |
| Europe | 9,065,475 | 6,301,286 | 2,493,241 | 145,948 | 2,507,180 |
| Oceania | 1,128,637 | 840,259 | 286,797 | 981 | 100,818 |
| Total | 13,731,043 | 9,823,594 | 3,517,496 | 259,518 | 2,790,046 |
| United States† | 29,211,652 | 25,081,121 | 4,058,815 | 71,716 | 110,126 |
| World Total, 1938 | 42,942,695 | 34,904,715 | 7,576,311 | 331,234 | 2,900,172 |
| World Total, 1937 | 42,549,134 | 34,659,106 | 7,435,208 | 325,325 | 2,753,585 |

† Automotive Industries count. All others The American Automobile (Overseas Edition).
** Included with trucks.
* Incomplete for all territories.

# REGISTRATIONS

By Special Arrangement with the American Automobile (Overseas Edition)

## THE AMERICAS

| COUNTRY | Motor Vehicles | Cars | Trucks | Buses | Motor-cycles |
|---|---|---|---|---|---|
| Alaska | 3,750 | 2,500 | 1,250 | .... | 28 |
| Antigua | 314 | 249 | 59 | 6 | 21 |
| Argentina | 279,267 | 209,896 | 57,871 | 11,500 | 2,000 |
| Bahamas | 1,650 | 1,450 | 200 | a | 46 |
| Barbados | 2,544 | 2,107 | 333 | 104 | 95 |
| Bermuda | 60 | 3 | 51 | 6 | .... |
| Bolivia | 2,160 | 957 | 1,064 | 139 | .... |
| Brazil | 160,000 | 100,800 | 54,900 | 4,300 | 1,630 |
| British Guiana | 1,700 | 1,400 | 250 | 50 | 175 |
| British Honduras | 246 | 134 | 112 | .... | 2 |
| Canada | 1,381,103 | 1,161,069 | 217,603 | 2,431 | 12,034 |
| Chile | 45,781 | 31,783 | 12,469 | 1,529 | 700 |
| Colombia | 24,143 | 13,713 | 7,159 | 3,271 | 252 |
| Costa Rica | 3,283 | 2,263 | 787 | 233 | 182 |
| Cuba | 42,658 | 26,789 | 13,051 | 2,818 | 347 |
| Dominica | 83 | 60 | 23 | .... | 12 |
| Dominican Republic | 2,650 | 1,750 | 900 | .... | 180 |
| Dutch Guiana | 200 | 140 | 50 | 10 | 30 |
| Ecuador | 4,176 | 1,758 | 1,939 | 479 | 85 |
| French Guiana | 347 | 146 | 201 | .... | 6 |
| Grenada | 560 | 400 | 150 | 10 | 65 |
| Guadeloupe | 2,250 | 1,775 | 405 | 70 | 90 |
| Guatemala | 4,175 | 2,600 | 1,575 | .... | 425 |
| Haiti | 2,427 | 1,992 | 435 | a | 61 |
| Honduras | 1,225 | 697 | 519 | 9 | 7 |
| Jamaica | 12,548 | 9,691 | 2,699 | 158 | 561 |
| Martinique | 2,975 | 2,320 | 555 | 100 | 120 |
| Mexico | 99,470 | 75,170 | 18,130 | 6,170 | 3,350 |
| Montserrat | 112 | 87 | 25 | .... | 4 |
| Neth. West Indies | 3,851 | 2,460 | 888 | 303 | 191 |
| Newfoundland | 5,024 | 3,931 | 1,093 | .... | 178 |
| Nicaragua | 842 | 615 | 199 | 28 | 63 |
| Panama | 12,250 | 10,850 | 1,400 | .... | 61 |
| Paraguay | 2,100 | 1,500 | 600 | .... | .... |
| Peru | 18,690 | 11,332 | 6,306 | 1,052 | 339 |
| Puerto Rico | 21,500 | 16,500 | 5,000 | .... | 185 |
| St. Lucia | 188 | 153 | 20 | 15 | 22 |
| St. Pierre-Miquelon | 102 | 38 | 64 | .... | 7 |
| St. Vincent | 249 | 190 | 29 | 30 | 24 |
| Salvador | 3,095 | 2,310 | 425 | 360 | 539 |
| Trinidad and Tobago | 8,750 | 6,000 | 2,200 | 550 | 1,000 |
| United States | 29,211,652 | 25,081,121 | 4,058,815 | 71,716 | 110,126 |
| Uruguay | 28,990 | 21,750 | 7,240 | .... | .... |
| Venezuela | 26,300 | 15,000 | 11,300 | .... | 150 |
| Virgin Islands | 728 | 482 | 223 | 23 | 3 |
| West Indies (Other) | 350 | 275 | 75 | .... | .... |
| Total 1938 | 31,426,318 | 26,828,206 | 4,490,642 | *107,470 | *135,396 |
| †Total 1938 | 2,214,666 | 1,747,085 | 431,827 | *35,754 | *25,270 |
| Total 1937 (Revised) | 31,754,460 | 27,131,148 | 4,529,574 | *93,738 | *125,118 |
| †Total 1937 (Revised) | 2,105,190 | 1,654,362 | 422,330 | *28,498 | *20,432 |

a—Included with cars. * Not complete for all territories. † Not including United States.

## EUROPE

| COUNTRY | Motor Vehicles | Cars | Trucks | Buses | Motor-cycles |
|---|---|---|---|---|---|
| Albania | 970 | 404 | 442 | 124 | 35 |
| Azores | 888 | 744 | 44 | 100 | 129 |
| Belgium | 226,907 | 148,221 | 76,226 | 2,460 | 67,946 |
| Bulgaria | 4,400 | 2,700 | 1,700 | .... | 1,500 |
| Czechoslovakia | 64,981 | 47,974 | 15,246 | 1,761 | 34,000 |
| Danzig | 3,555 | 2,650 | 850 | 55 | 2,000 |
| Denmark | 150,778 | 108,201 | 42,577 | .... | 29,324 |
| Estonia | 6,360 | 3,220 | 2,850 | 290 | 2,840 |
| Faroe Islands | 110 | 27 | 58 | 25 | 7 |
| France | 2,250,000 | 1,750,000 | 500,000 | .... | .... |
| Finland | 47,737 | 26,850 | 17,875 | 3,012 | 6,350 |
| Germany | 1,707,496 | 1,305,608 | 381,096 | 20,792 | 1,582,872 |
| Gibraltar | 1,155 | 925 | 190 | 40 | .... |
| Great Britain | 2,542,294 | 1,916,226 | 538,532 | 87,536 | 436,231 |
| Greece | 13,800 | 6,500 | 5,100 | 2,200 | 1,000 |
| Holland | 153,750 | 97,000 | 56,750 | .... | 57,000 |
| Hungary | 22,050 | 17,250 | 4,800 | .... | 10,000 |
| Iceland | 1,870 | 800 | 1,070 | .... | .... |
| Ireland | 63,000 | 51,500 | 11,500 | .... | 3,200 |
| Italy | 399,375 | 303,600 | 85,875 | 9,900 | 154,500 |
| Latvia | 6,850 | 3,500 | 3,000 | 350 | 2,500 |
| Lithuania | 2,730 | 1,790 | 570 | 370 | 1,380 |
| Malta | 5,259 | 3,800 | 833 | 626 | 401 |
| Monaco | 1,850 | 1,450 | 400 | .... | 150 |
| Northern Ireland | 48,134 | 37,224 | 9,440 | 1,470 | 2,918 |
| Norway | 89,653 | 54,183 | 31,980 | 3,490 | 15,224 |
| Poland | 41,948 | 29,766 | 10,144 | 2,038 | 12,061 |
| Portugal | 48,330 | 35,400 | 11,280 | 1,650 | 4,620 |
| Rumania | 27,750 | 20,500 | 7,250 | .... | 1,300 |
| Spain | 125,000 | .... | .... | .... | .... |
| Sweden | 215,000 | 152,000 | 57,950 | 5,050 | 43,800 |
| Switzerland | 94,850 | 72,500 | 20,650 | 1,700 | 26,000 |
| U. S. S. R. (Russia) | 677,997 | 85,387 | 592,610 | .... | .... |
| Yugoslavia | 18,648 | 13,386 | 4,353 | 909 | 7,892 |
| Total 1938 | 9,065,475 | 6,301,286 | 2,493,241 | 145,948 | 2,507,180 |
| Total 1937 (Revised) | 8,455,577 | *5,844,596 | *2,337,643 | *148,338 | *2,373,057 |

* Not complete for all territories.

## AFRICA

| COUNTRY | Motor Vehicles | Cars | Trucks-Buses | Motor-cycles |
|---|---|---|---|---|
| Algeria | 68,700 | 59,000 | 9,700 | 4,400 |
| Angola | 3,250 | 1,250 | 2,000 | 235 |
| Basutoland | 900 | 700 | 200 | .... |
| Bechuanaland | 600 | 425 | 175 | .... |
| Belgian Congo | 6,652 | 3,172 | 3,480 | 1,615 |
| British East Africa | 25,399 | 16,512 | 8,887 | 2,187 |
| British Somaliland | 253 | 41 | 212 | .... |
| British West Africa | 15,769 | 6,054 | 9,715 | 795 |
| Canary Islands | 5,975 | 3,725 | 2,250 | .... |
| Egypt | 34,825 | 29,525 | 5,300 | 2,875 |
| French Equatorial Africa | 1,265 | 527 | 738 | 225 |
| French West Africa | 15,803 | 6,161 | 9,642 | 1,265 |
| French Somaliland | 325 | .... | .... | 15 |
| Italian East Africa | 2,500 | .... | .... | .... |
| Liberia | 125 | 75 | 50 | .... |
| Madeira | 1,175 | 780 | 395 | 20 |
| Madagascar | 7,444 | 5,214 | 2,230 | 2,802 |
| Mauritius | 2,642 | 2,121 | 521 | .... |
| Morocco | 61,468 | 46,363 | 15,105 | 5,642 |
| Nyasaland | 1,462 | 872 | 590 | 503 |
| Portuguese East Africa | 6,351 | 3,457 | 2,894 | 771 |
| Rhodesia | 22,500 | 17,500 | 5,000 | 1,800 |
| Seychelles | 161 | 135 | 26 | 91 |
| South West Africa | 4,300 | 3,000 | 1,300 | 100 |
| Sudan | 4,500 | 3,250 | 2,250 | .... |
| Swaziland | 560 | 435 | 125 | .... |
| Tangier | 784 | 631 | 153 | 39 |
| Tripolitania | 1,505 | 1,230 | 275 | 170 |
| Tunisia | 19,478 | 16,060 | 3,418 | 1,770 |
| Union of South Africa | 339,084 | 294,481 | 44,603 | 27,500 |
| Total 1938 | 655,755 | *521,696 | *131,234 | *54,820 |
| Total 1937 (Revised) | 619,867 | *494,537 | *122,505 | *54,728 |

* Not complete for all countries.

## ASIA

| COUNTRY | Motor Vehicles | Cars | Trucks | Buses | Motor-cycles |
|---|---|---|---|---|---|
| Afghanistan | 2,400 | 400 | 2,000 | † | .... |
| Arabia | 2,725 | 1,696 | 980 | 55 | 23 |
| British Malaya | 45,748 | 33,862 | 11,886 | † | 4,220 |
| Ceylon | 28,044 | 21,102 | 4,307 | 2,635 | 2,999 |
| China | 44,750 | 23,750 | 13,500 | 7,500 | .... |
| Chosen | 9,500 | 2,600 | 3,900 | 3,000 | 1,800 |
| Cyprus | 2,050 | .... | .... | † | 467 |
| French Indo China | 20,530 | 16,235 | 4,295 | † | 733 |
| Hongkong | 4,665 | 3,611 | 1,054 | † | 285 |
| India | 178,124 | 127,478 | 20,333 | 30,313 | 11,417 |
| Iran | 11,522 | 3,772 | 7,380 | 370 | 250 |
| Iraq | 6,441 | 4,169 | 2,272 | †† | 132 |
| Japanese Empire | 140,000 | 65,000 | 55,000 | 20,000 | 62,000 |
| Macao | 400 | 220 | 180 | † | .... |
| Manchukuo | 4,550 | 1,800 | 2,050 | 700 | 190 |
| Netherlands East Indies | 73,777 | 51,819 | 12,615 | 9,343 | 12,969 |
| Palestine | 9,630 | 5,900 | 2,750 | 980 | 1,410 |
| Philippine Islands | 50,000 | 31,500 | 18,500 | † | 500 |
| Siam | 10,850 | 5,900 | 4,250 | 700 | 770 |
| Syria | 10,859 | 8,716 | 1,661 | 482 | 777 |
| Trans Jordan | 501 | 301 | 167 | 33 | 16 |
| Turkey | 9,484 | 3,443 | 5,317 | 724 | 1,000 |
| Total, 1938 | 666,550 | *413,268 | *174,397 | *76,835 | *101,958 |
| Total, 1937 (Revised) | 666,719 | *401,962 | *181,944 | *80,763 | *98,441 |

* Not complete for all countries. † Included in trucks. †† Included in cars.

## OCEANIA

| COUNTRY | Motor Vehicles | Cars | Trucks | Buses | Motor-cycles |
|---|---|---|---|---|---|
| Australia | 799,750 | 578,000 | 221,750 | † | 80,250 |
| Cook Islands | 84 | 41 | 43 | † | 5 |
| Fiji Islands | 1,747 | 1,050 | 434 | 263 | 107 |
| French Oceania | 500 | 350 | 150 | † | 75 |
| Hawaii | 60,000 | 48,500 | 11,500 | † | 600 |
| New Guinea | 600 | 375 | 225 | † | 35 |
| New Zealand | 265,028 | 211,792 | 52,546 | 690 | 19,733 |
| Other Oceania | 600 | .... | .... | .... | .... |
| Samoa | 328 | 151 | 149 | 28 | 13 |
| Total, 1938 | 1,128,637 | *840,259 | *286,797 | *981 | *100,818 |
| Total, 1937 (Revised) | 1,052,511 | *786,983 | *263,542 | *1,486 | *102,271 |

* Not complete for all territories. † Included with trucks.

# Passenger Car Representations by Makes—By Years*

| | 1928 | 1929 | 1930 | 1931 | 1932 | 1933 | 1934 | 1935 | 1936 | 1937 | 1938 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Buick | 3,533 | 3,241 | 3,003 | 2,608 | 2,472 | 2,273 | 2,303 | 2,465 | 2,516 | 2,750 | 2,657 |
| Cadillac-La Salle | 762 | 722 | 700 | 654 | 602 | 563 | 541 | 649 | 648 | 803 | 695 |
| Chevrolet | 8,987 | 9,553 | 9,558 | 9,412 | 9,039 | 8,885 | 8,578 | 8,667 | 8,776 | 8,752 | 8,406 |
| Chrysler | 3,647 | 3,337 | 3,007 | 3,454 | 2,999 | 3,511 | 4,360 | 4,309 | 4,097 | 3,837 | 3,383 |
| De Soto | 307 | 1,133 | 1,369 | 1,234 | 1,252 | 1,359 | 1,880 | 3,406 | 2,888 | 2,926 | 2,688 |
| Dodge | 3,212 | 2,994 | 2,842 | 2,663 | 2,722 | 2,772 | 3,297 | 3,772 | 4,087 | 4,380 | 4,113 |
| Ford | 8,731 | 8,598 | 8,833 | 8,735 | 8,280 | 7,480 | 7,388 | 7,948 | 8,301 | 8,245 | 7,825 |
| Graham | 1,492 | 1,751 | 1,469 | 1,206 | 1,079 | 920 | 782 | 1,120 | 958 | 877 | 611 |
| Hudson | 3,508 | 3,488 | 2,863 | 2,270 | 1,761 | 1,842 | 2,641 | 3,023 | 3,263 | 3,390 | 2,681 |
| Hupmobile | 1,265 | 1,296 | 1,084 | 991 | 854 | 699 | 763 | 771 | ...... | 302 | 191 |
| Lincoln Zephyr | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | 1,695 |
| Nash | 1,986 | 2,123 | 1,884 | 1,677 | 1,430 | 1,201 | 1,283 | 1,400 | 1,314 | 1,753 | 1,533 |
| Oldsmobile | 1,656 | 1,668 | 1,592 | 1,426 | 1,351 | 1,418 | 1,611 | 2,227 | 2,454 | 2,588 | 2,493 |
| Packard | 762 | 776 | 721 | 682 | 624 | 540 | 486 | 843 | 1,128 | 1,283 | 1,098 |
| Plymouth | ...... | ...... | 7,218 | 7,351 | 6,276 | 7,642 | 9,537 | 11,487 | 11,072 | 11,143 | 10,184 |
| Pontiac | 4,386 | 4,545 | 3,435 | 2,887 | 2,503 | 2,336 | 2,314 | 2,791 | 3,413 | 4,006 | 3,411 |
| Studebaker | 2,262 | 2,242 | 1,971 | 1,999 | 1,927 | 1,733 | 1,986 | 1,832 | 2,080 | 2,335 | 1,873 |
| Willys-Overland | 4,669 | 4,751 | 3,783 | 2,904 | 2,739 | ...... | ...... | ...... | 580 | 1,476 | 1,143 |
| Total | 51,165 | 52,218 | 55,332 | 52,153 | 47,910 | 45,174 | 49,750 | 56,710 | 57,575 | 60,846 | 56,680 |
| Miscellaneous | 11,707 | 10,836 | 7,409 | 7,020 | 5,527 | 4,854 | 3,852 | 3,046 | 1,779 | 2,289 | 366 |
| Total Representations | 62,872 | 63,054 | 62,741 | 59,173 | 53,437 | 50,028 | 53,602 | 59,756 | 59,354 | 63,135 | 57,046 |

* Chilton Trade List Count as of the end of each year.
Note—The term "Passenger car representation" refers to retail outlets of any given make. A dealer organization often handles more than one make of passenger car.

# Automotive Sales Outlets by States*

| | | WHOLESALERS | | DEALERS | | | | | REPAIR SHOPS | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| STATE | Total Registered Motor Vehicles 1938 | Number of Whole-salers | Motor Vehicles Per Wholesaler | Passenger Car Dealers | Exclusive Truck Dealers | Total Car and Truck Dealers | Total Truck Dealers | Motor Vehicles Per Car a ıd Truck Dealer | Car Dealer Service Stations | Inde-pendent Repair Shops | Total Repair Shops | All Retail Outlets | Motor Vehicles Per Retail Outlet | All Truck Fleets (8 or more Trucks ) |
| Alabama | 290,421 | 69 | 4,209 | 331 | 19 | 350 | 281 | 829 | 245 | 289 | 634 | 670 | 433 | 216 |
| Arizona | 128,791 | 27 | 4,770 | 144 | 5 | 149 | 97 | 864 | 142 | 167 | 309 | 331 | 389 | 90 |
| Arkansas | 221,413 | 77 | 2,875 | 425 | 28 | 453 | 329 | 488 | 433 | 519 | 952 | 985 | 224 | 120 |
| California | 2,509,691 | 497 | 5,050 | 1,938 | 110 | 2,048 | 1,368 | 1,225 | 1,912 | 5,071 | 6,983 | 7,479 | 335 | 1,764 |
| Colorado | 335,917 | 67 | 4,983 | 439 | 28 | 467 | 313 | 715 | 451 | 527 | 978 | 1,025 | 325 | 250 |
| Connecticut | 433,290 | 100 | 4,333 | 579 | 27 | 606 | 349 | 715 | 580 | 782 | 1,362 | 1,496 | 289 | 556 |
| Delaware | 64,300 | 13 | 4,946 | 87 | 2 | 89 | 28 | 722 | 77 | 103 | 180 | 200 | 321 | 91 |
| District of Columbia | 164,869 | 26 | 6,341 | 94 | 3 | 97 | 35 | 1,699 | 87 | 152 | 239 | 260 | 634 | 227 |
| Florida | 422,514 | 102 | 4,142 | 478 | 33 | 511 | 340 | 826 | 501 | 548 | 1,049 | 1,102 | 383 | 392 |
| Georgia | 436,379 | 94 | 4,642 | 498 | 25 | 523 | 403 | 834 | 520 | 325 | 845 | 882 | 494 | 306 |
| Idaho | 137,425 | 26 | 5,285 | 311 | 19 | 330 | 221 | 416 | 321 | 187 | 508 | 532 | 258 | 42 |
| Illinois | 1,790,357 | 380 | 4,711 | 2,271 | 116 | 2,387 | 1,544 | 750 | 2,340 | 2,866 | 5,206 | 5,362 | 333 | 1,831 |
| Indiana | 917,286 | 187 | 4,905 | 1,235 | 42 | 1,277 | 776 | 718 | 1,243 | 1,231 | 2,474 | 2,525 | 363 | 782 |
| Iowa | 743,017 | 158 | 4,702 | 1,494 | 111 | 1,605 | 1,111 | 462 | 1,534 | 1,442 | 2,976 | 3,181 | 233 | 359 |
| Kansas | 573,985 | 122 | 4,704 | 1,032 | 63 | 1,095 | 745 | 524 | 1,047 | 986 | 2,033 | 2,084 | 275 | 263 |
| Kentucky | 411,264 | 100 | 4,113 | 701 | 24 | 725 | 462 | 567 | 711 | 489 | 1,200 | 1,222 | 336 | 277 |
| Louisiana | 322,283 | 67 | 4,810 | 347 | 27 | 374 | 266 | 861 | 367 | 316 | 683 | 708 | 455 | 428 |
| Maine | 195,000 | 45 | 4,333 | 396 | 21 | 417 | 249 | 467 | 412 | 423 | 835 | 841 | 231 | 139 |
| Maryland | 394,921 | 74 | 5,336 | 447 | 15 | 462 | 178 | 854 | 438 | 563 | 1,001 | 1,075 | 367 | 476 |
| Massachusetts | 842,608 | 216 | 3,900 | 1,156 | 39 | 1,195 | 587 | 705 | 1,142 | 1,267 | 2,409 | 2,614 | 322 | 1,348 |
| Michigan | 1,408,835 | 232 | 6,072 | 1,740 | 50 | 1,790 | 1,122 | 787 | 1,740 | 1,746 | 3,486 | 3,647 | 386 | 1,297 |
| Minnesota | 821,241 | 107 | 7,675 | 1,477 | 40 | 1,517 | 825 | 541 | 1,468 | 1,527 | 2,995 | 31,04 | 264 | 508 |
| Mississippi | 216,000 | 57 | 3,789 | 343 | 30 | 373 | 290 | 579 | 366 | 211 | 577 | 587 | 367 | 72 |
| Missouri | 840,000 | 184 | 4,565 | 984 | 33 | 1,017 | 651 | 825 | 961 | 1,583 | 2,544 | 2,752 | 305 | 725 |
| Montana | 171,326 | 37 | 4,630 | 387 | 47 | 434 | 341 | 394 | 427 | 268 | 695 | 728 | 235 | 99 |
| Nebraska | 409,000 | 91 | 4,494 | 764 | 38 | 802 | 636 | 509 | 786 | 859 | 1,645 | 1,725 | 237 | 220 |
| Nevada | 39,150 | 11 | 3,559 | 120 | 3 | 123 | 89 | 318 | 114 | 97 | 211 | 234 | 167 | 33 |
| New Hampshire | 121,232 | 25 | 4,849 | 254 | 13 | 267 | 166 | 454 | 259 | 262 | 521 | 536 | 226 | 79 |
| New Jersey | 999,918 | 177 | 5,649 | 1,052 | 49 | 1,101 | 618 | 908 | 1,017 | 1,928 | 2,945 | 3,119 | 320 | 1,217 |
| New Mexico | 120,153 | 23 | 5,224 | 159 | 10 | 169 | 133 | 710 | 163 | 144 | 307 | 324 | 370 | 48 |
| New York | 2,588,589 | 543 | 4,767 | 2,864 | 160 | 3,024 | 1,860 | 856 | 2,841 | 5,453 | 8,294 | 8,791 | 294 | 2,848 |
| North Carolina | 524,240 | 108 | 4,854 | 660 | 21 | 681 | 368 | 769 | 653 | 605 | 1,258 | 1,347 | 389 | 280 |
| North Dakota | 174,256 | 30 | 5,808 | 517 | 27 | 544 | 373 | 320 | 527 | 480 | 1,007 | 1,066 | 163 | 48 |
| Ohio | 1,659,800 | 380 | 4,367 | 2,349 | 108 | 2,457 | 1,445 | 675 | 2,201 | 2,329 | 4,530 | 4,744 | 349 | 1,498 |
| Oklahoma | 534,021 | 111 | 4,811 | 803 | 26 | 829 | 568 | 644 | 742 | 762 | 1,504 | 1,742 | 306 | 301 |
| Oregon | 357,321 | 68 | 5,254 | 453 | 17 | 470 | 345 | 760 | 462 | 824 | 1,286 | 1,332 | 268 | 219 |
| Pennsylvania | 2,004,947 | 384 | 5,221 | 3,135 | 154 | 3,289 | 1,995 | 609 | 3,109 | 4,085 | 7,194 | 7,630 | 262 | 2,195 |
| Rhode Island | 170,227 | 29 | 5,869 | 156 | 7 | 163 | 112 | 1,044 | 147 | 288 | 435 | 480 | 354 | 265 |
| South Carolina | 279,236 | 45 | 6,205 | 346 | 15 | 361 | 233 | 773 | 354 | 229 | 583 | 626 | 446 | 154 |
| South Dakota | 181,095 | 31 | 5,841 | 408 | 23 | 431 | 349 | 420 | 425 | 381 | 806 | 846 | 214 | 56 |
| Tennessee | 385,615 | 96 | 4,016 | 423 | 24 | 447 | 367 | 862 | 436 | 436 | 872 | 906 | 425 | 331 |
| Texas | 1,503,655 | 311 | 4,834 | 2,005 | 185 | 2,190 | 1,367 | 686 | 2,090 | 2,934 | 5,024 | 5,198 | 289 | 783 |
| Utah | 143,672 | 39 | 3,680 | 210 | 14 | 224 | 140 | 640 | 215 | 231 | 446 | 466 | 308 | 153 |
| Vermont | 87,402 | 24 | 3,641 | 224 | 11 | 235 | 128 | 371 | 227 | 350 | 577 | 586 | 149 | 41 |
| Virginia | 433,586 | 75 | 5,781 | 672 | 31 | 703 | 368 | 616 | 761 | 848 | 1,609 | 1,647 | 263 | 326 |
| Washington | 523,348 | 132 | 3,964 | 727 | 37 | 764 | 682 | 685 | 742 | 1,266 | 2,008 | 2,099 | 249 | 396 |
| West Virginia | 260,158 | 75 | 3,468 | 489 | 27 | 516 | 319 | 504 | 510 | 375 | 885 | 909 | 286 | 254 |
| Wisconsin | 836,858 | 133 | 6,292 | 1,620 | 92 | 1,712 | 1,208 | 488 | 1,681 | 1,499 | 3,180 | 3,311 | 252 | 629 |
| Wyoming | 81,040 | 14 | 5,788 | 192 | 7 | 199 | 129 | 407 | 189 | 153 | 342 | 362 | 223 | 65 |
| Total | 29,211,652 | 6,019 | 4,853† | 39,936 | 2,056 | 41,992 | 26,909 | 694† | 40,216 | 50,406 | 90,622 | 95,418 | 305† | 25,097 |

† Average. * Chilton Trade List count as of January, 1939.

# Car Dealer Representation by States—By Makes*

| STATES | Buick | Cadillac-La Salle | Chevrolet | Chrysler | De Soto | Dodge | Ford | Graham | Hudson-Terraplane | Hupmobile | Lincoln-Zephyr | Nash | Oldsmobile | Packard | Plymouth | Pontiac | Studebaker | Willys | Miscellaneous | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Alabama | 20 | 10 | 93 | 19 | 18 | 34 | 92 | | 19 | | 14 | 9 | 19 | 5 | 71 | 29 | 10 | 6 | 4 | 472 |
| Arizona | 14 | 6 | 29 | 10 | 13 | 19 | 30 | 2 | 7 | 1 | 2 | 7 | 11 | 3 | 42 | 17 | 11 | 2 | 3 | 229 |
| Arkansas | 24 | 1 | 117 | 25 | 20 | 42 | 95 | 2 | 15 | | 4 | 5 | 15 | 6 | 87 | 30 | 7 | 4 | 4 | 503 |
| California | 158 | 51 | 313 | 149 | 150 | 219 | 339 | 49 | 113 | 8 | 244 | 65 | 159 | 65 | 518 | 159 | 141 | 89 | 21 | 3,010 |
| Colorado | 31 | 3 | 97 | 43 | 24 | 43 | 93 | 9 | 34 | 3 | 8 | 15 | 23 | 13 | 110 | 30 | 21 | 9 | 3 | 612 |
| Connecticut | 40 | 19 | 84 | 57 | 50 | 58 | 81 | 26 | 45 | 11 | 35 | 27 | 41 | 24 | 165 | 53 | 36 | 15 | 7 | 874 |
| Delaware | 5 | 4 | 15 | 4 | 5 | 6 | 13 | | 4 | | 2 | 4 | 6 | 2 | 15 | 8 | 4 | 1 | 1 | 99 |
| District of Columbia | 2 | 1 | 10 | 8 | 11 | 8 | 19 | | 9 | 1 | 8 | 1 | 3 | 7 | 27 | 5 | 7 | 4 | 4 | 135 |
| Florida | 29 | 19 | 94 | 47 | 23 | 50 | 103 | 5 | 39 | 2 | 39 | 11 | 32 | 20 | 120 | 46 | 22 | 28 | 15 | 744 |
| Georgia | 28 | 7 | 133 | 37 | 17 | 56 | 148 | | 21 | | 13 | 8 | 24 | 15 | 110 | 23 | 17 | 17 | 2 | 676 |
| Idaho | 20 | 1 | 67 | 26 | 23 | 36 | 54 | 7 | 33 | 2 | 9 | 12 | 22 | 6 | 85 | 20 | 23 | 8 | | 454 |
| Illinois | 177 | 41 | 463 | 171 | 162 | 220 | 437 | 41 | 139 | 20 | 127 | 114 | 139 | 75 | 553 | 197 | 110 | 72 | 14 | 3,272 |
| Indiana | 96 | 22 | 239 | 88 | 91 | 112 | 219 | 15 | 94 | 7 | 72 | 39 | 96 | 27 | 291 | 111 | 73 | 34 | 12 | 1,738 |
| Iowa | 107 | 14 | 424 | 126 | 70 | 141 | 315 | 14 | 96 | 6 | 63 | 50 | 93 | 29 | 337 | 133 | 52 | 30 | 4 | 2,104 |
| Kansas | 60 | 7 | 245 | 79 | 69 | 97 | 228 | 3 | 96 | | 27 | 31 | 60 | 13 | 245 | 82 | 28 | 28 | 6 | 1,404 |
| Kentucky | 48 | 9 | 131 | 62 | 35 | 84 | 135 | 8 | 42 | 1 | 23 | 16 | 49 | 17 | 181 | 64 | 30 | 20 | 7 | 962 |
| Louisiana | 20 | 6 | 87 | 32 | 20 | 36 | 90 | | 20 | 1 | 7 | 8 | 16 | 6 | 88 | 22 | 10 | 4 | | 473 |
| Maine | 19 | 8 | 79 | 31 | 22 | 33 | 81 | 8 | 29 | 1 | 3 | 31 | 18 | 8 | 86 | 43 | 19 | 7 | | 526 |
| Maryland | 27 | 6 | 72 | 48 | 34 | 55 | 83 | 9 | 33 | | 14 | 12 | 27 | 14 | 137 | 40 | 24 | 8 | 5 | 648 |
| Massachusetts | 64 | 36 | 178 | 97 | 102 | 132 | 166 | 33 | 99 | 10 | 28 | 73 | 92 | 54 | 331 | 126 | 56 | 34 | 6 | 1,717 |
| Michigan | 128 | 38 | 363 | 120 | 88 | 188 | 329 | 35 | 165 | 15 | 74 | 72 | 127 | 57 | 396 | 187 | 68 | 44 | 21 | 2,515 |
| Minnesota | 112 | 7 | 369 | 152 | 76 | 149 | 308 | 16 | 92 | 8 | 10 | 54 | 61 | 20 | 377 | 117 | 62 | 35 | 6 | 2,031 |
| Mississippi | 19 | 5 | 106 | 31 | 18 | 40 | 92 | | 9 | | 10 | 8 | 14 | 8 | 89 | 30 | 4 | 4 | 3 | 490 |
| Missouri | 56 | 8 | 282 | 71 | 72 | 100 | 218 | 6 | 33 | | 22 | 27 | 47 | 25 | 243 | 74 | 26 | 26 | 8 | 1,344 |
| Montana | 19 | 6 | 91 | 38 | 12 | 49 | 85 | 4 | 26 | 1 | 5 | 20 | 28 | 11 | 99 | 30 | 31 | 6 | 4 | 565 |
| Nebraska | 46 | 4 | 214 | 75 | 50 | 72 | 187 | 5 | 39 | 1 | 18 | 21 | 30 | 8 | 197 | 43 | 29 | 18 | | 1,057 |
| Nevada | 14 | 1 | 25 | 10 | 7 | 13 | 26 | 2 | 9 | 1 | 4 | 10 | 7 | 2 | 30 | 12 | 9 | 5 | 1 | 188 |
| New Hampshire | 16 | 4 | 56 | 17 | 17 | 27 | 51 | 6 | 23 | 1 | | 12 | 15 | 9 | 61 | 20 | 8 | 8 | 3 | 354 |
| New Jersey | 68 | 40 | 162 | 92 | 83 | 108 | 172 | 25 | 63 | 6 | 29 | 50 | 77 | 34 | 283 | 96 | 66 | 30 | 18 | 1,502 |
| New Mexico | 17 | 3 | 35 | 16 | 11 | 13 | 36 | 2 | 13 | 1 | 8 | 4 | 12 | 5 | 40 | 16 | 8 | | 1 | 241 |
| New York | 178 | 78 | 464 | 264 | 217 | 321 | 496 | 52 | 191 | 18 | 138 | 122 | 215 | 110 | 802 | 267 | 140 | 103 | 40 | 4,216 |
| North Carolina | 51 | 12 | 156 | 67 | 37 | 67 | 154 | 2 | 49 | | 8 | 9 | 38 | 19 | 171 | 69 | 21 | 11 | 4 | 945 |
| North Dakota | 22 | 3 | 149 | 48 | 26 | 44 | 144 | 1 | 47 | 2 | 1 | 16 | 13 | 4 | 118 | 20 | 20 | 9 | 4 | 691 |
| Ohio | 144 | 40 | 432 | 188 | 192 | 228 | 378 | 59 | 180 | 3 | 39 | 97 | 151 | 72 | 608 | 182 | 115 | 81 | 14 | 3,203 |
| Oklahoma | 53 | 7 | 198 | 48 | 41 | 82 | 172 | 1 | 39 | | 29 | 9 | 44 | 14 | 171 | 86 | 24 | 19 | 8 | 1,045 |
| Oregon | 25 | 9 | 99 | 33 | 35 | 43 | 81 | 15 | 26 | 2 | 35 | 29 | 27 | 10 | 111 | 34 | 25 | 19 | 4 | 662 |
| Pennsylvania | 204 | 60 | 525 | 303 | 241 | 320 | 491 | 68 | 213 | 20 | 215 | 177 | 207 | 119 | 864 | 267 | 190 | 119 | 22 | 4,625 |
| Rhode Island | 11 | 6 | 25 | 17 | 13 | 15 | 23 | 2 | 17 | 1 | 5 | 9 | 12 | 8 | 45 | 10 | 13 | 3 | 3 | 238 |
| South Carolina | 27 | 3 | 87 | 28 | 14 | 27 | 89 | 1 | 19 | 1 | 13 | 1 | 18 | 10 | 69 | 31 | 10 | 6 | 1 | 455 |
| South Dakota | 23 | 3 | 124 | 43 | 32 | 34 | 119 | 2 | 15 | | 4 | 9 | 14 | 5 | 109 | 20 | 16 | 5 | 3 | 580 |
| Tennessee | 21 | 6 | 106 | 44 | 31 | 54 | 94 | 1 | 20 | 3 | 14 | 7 | 27 | 7 | 129 | 38 | 12 | 4 | 2 | 620 |
| Texas | 136 | 24 | 478 | 168 | 134 | 210 | 421 | 6 | 135 | 7 | 39 | 42 | 107 | 28 | 512 | 172 | 82 | 33 | 20 | 2,754 |
| Utah | 13 | 1 | 33 | 13 | 24 | 20 | 44 | 6 | 14 | 4 | 2 | 6 | 9 | 4 | 57 | 14 | 14 | 3 | 1 | 282 |
| Vermont | 11 | 7 | 44 | 18 | 14 | 24 | 41 | 6 | 15 | | 8 | 9 | 13 | 8 | 56 | 19 | 12 | 10 | | 315 |
| Virginia | 45 | 7 | 152 | 70 | 39 | 71 | 171 | 8 | 37 | 5 | 9 | 11 | 38 | 18 | 180 | 70 | 17 | 21 | 7 | 976 |
| Washington | 41 | 9 | 134 | 52 | 53 | 86 | 130 | 16 | 46 | 4 | 39 | 24 | 59 | 12 | 191 | 56 | 39 | 27 | 5 | 1,023 |
| West Virginia | 34 | 12 | 94 | 42 | 33 | 47 | 89 | 13 | 36 | 3 | 18 | 14 | 38 | 15 | 122 | 40 | 26 | 24 | 10 | 710 |
| Wisconsin | 121 | 20 | 393 | 135 | 104 | 155 | 322 | 17 | 109 | 10 | 149 | 120 | 92 | 39 | 394 | 142 | 76 | 47 | 33 | 2,478 |
| Wyoming | 13 | 1 | 40 | 21 | 15 | 25 | 41 | 3 | 14 | | 8 | 6 | 8 | 8 | 61 | 11 | 9 | 3 | 2 | 289 |
| TOTAL | 2,657 | 695 | 8,406 | 3,383 | 2,688 | 4,113 | 7,825 | 611 | 2,681 | 191 | 1,695 | 1,533 | 2,493 | 1,098 | 10,184 | 3,411 | 1,873 | 1,143 | 366 | 57,046 |

*Chilton Trade List count as of January, 1939

# Car Dealer Representation by Makes and by Population Groups*

## Population Divisions

| MAKE | 0-1,000 | 1,000-2,500 | 2,500-5,000 | 5,000-10,000 | 10,000-25,000 | 25,000-50,000 | 50,000-100,000 | Over 100,000 | Exclusive Dealers | Dealers Handling this Make and One or More Other Makes | Total Dealer Representation |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Buick | 282 | 473 | 508 | 495 | 463 | 164 | 99 | 173 | 1,199 | 1,458 | 2,657 |
| Cadillac-La Salle | 19 | 30 | 55 | 92 | 195 | 117 | 78 | 109 | 131 | 564 | 695 |
| Chevrolet | 3,152 | 2,140 | 1,059 | 700 | 562 | 185 | 137 | 471 | 6,657 | 1,749 | 8,406 |
| Chrysler | 665 | 705 | 515 | 468 | 451 | 164 | 97 | 318 | .... | 3,383 | 3,383 |
| De Soto | 497 | 437 | 376 | 376 | 400 | 163 | 104 | 335 | .... | 2,688 | 2,688 |
| Dodge | 804 | 871 | 702 | 584 | 507 | 187 | 110 | 348 | .... | 4,113 | 4,113 |
| Ford | 2,598 | 2,035 | 1,027 | 706 | 552 | 194 | 166 | 547 | 5,810 | 2,015 | 7,825 |
| Graham | 55 | 48 | 48 | 70 | 132 | 82 | 52 | 124 | 405 | 206 | 611 |
| Hudson | 485 | 441 | 399 | 374 | 383 | 154 | 111 | 334 | 2,157 | 524 | 2,681 |
| Hupmobile | 18 | 10 | 14 | 16 | 29 | 31 | 28 | 45 | 87 | 104 | 191 |
| Lincoln-Zephyr | 214 | 325 | 264 | 237 | 255 | 89 | 81 | 230 | .... | 1,695 | 1,695 |
| Nash | 179 | 183 | 188 | 230 | 277 | 134 | 93 | 249 | 1,168 | 365 | 1,533 |
| Oldsmobile | 258 | 453 | 445 | 429 | 415 | 160 | 101 | 232 | 1,168 | 1,325 | 2,493 |
| Packard | 39 | 71 | 121 | 176 | 292 | 134 | 86 | 179 | 634 | 464 | 1,098 |
| Plymouth | 1,966 | 2,013 | 1,593 | 1,428 | 1,348 | 524 | 311 | 1,001 | .... | 10,184 | 10,184 |
| Pontiac | 459 | 764 | 627 | 512 | 492 | 180 | 103 | 274 | 2,150 | 1,261 | 3,411 |
| Studebaker | 224 | 209 | 269 | 297 | 349 | 154 | 101 | 270 | 1,392 | 481 | 1,873 |
| Willys | 172 | 159 | 155 | 150 | 178 | 86 | 67 | 176 | 545 | 598 | 1,143 |
| Miscellaneous | 38 | 45 | 28 | 30 | 43 | 5 | 27 | 110 | 23 | 343 | 366 |
| Total | 12,124 | 11,412 | 8,393 | 7,370 | 7,323 | 2,947 | 1,952 | 5,525 | 23,526 | 33,520 | 57,046 |
| Per Cent of Total | 21.3% | 20.0% | 14.7% | 12.9% | 12.8% | 5.2% | 3.4% | 9.7% | .... | ... | 100.0% |

*Chilton Trade List count as of January, 1939

# 1939 AMERICAN

| Line Number | Car Make and Model | Wheelbase (In.) | Overall Length (In.) | Tread (In.) Front | Tread (In.) Rear | Tire Size (In.) | Shipping Weight—Lowest Delivered Price 5 Pass., 4-Door Sedan | Lowest Delivered Price 5 Pass., 4-Door Sedan | Engine: No. of Cylinders, Bore and Stroke (In.) | Taxable Hp. | Piston Displacement (Cu. In.) | Maximum Brake Hp. at Specified R.P.M. | Maximum Torque (Lb.-Ft.) at Specified R.P.M. | Comp'n Ratio (to -1) Standard | Comp'n Ratio (to -1) Optional | Cylinder Head Material | Comp'n Pressure (Lb.) Pressure | Comp'n Pressure (Lb.) At What R.P.M. | Weight per Cu. In. 5 Pass., 4-Door Sedan | Weight per Hp. 5 Pass., 4-Door Sedan | Hp. per Cu. In. | Displacement †† Factor | Crankshaft † Revolutions per Mile |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | Bantam 60 | 75¼ | 129½ | 39 13/16 | 42½ | 5.00/15 | 1270 | 497½ | 4-2.2x3.0 | 7.7 | 45.6 | 20-4000 | 31-2400 | 7.00 | None | CI | 125 | Cra | 27.85 | 63.50 | .438 | 23.0 | 4375 |
| 2 | Buick 39-40 | 120 | 203 5/32 | 58 7/32 | 59 5/32 | 6.50/16 | 3482 | 996 | 8-3 3/32x4⅛ | 30.6 | 248.0 | 107-3400 | 203-2000 | 6.10 | None | CI | 112 | Cra | 14.04 | 32.54 | .431 | 39.9 | 3223 |
| 3 | Buick 39-60 | 126 | 208 11/32 | 58 23/32 | 59 11/32 | 7.00/15 | 3782 | 1246 | 8-3 7/16x4 5/16 | 37.8 | 320.2 | 141-3600 | 269-2000 | 6.25 | None | CI | 114 | Cra | 11.81 | 26.82 | .440 | 42.3 | 2839 |
| 4 | Buick 39-80 | 133 | 218 21/32 | 59 19/32 | 62½ | 7.00/16 | 4247 | 1543 | 8-3 7/16x4 5/16 | 37.8 | 320.2 | 141-3600 | 269-2000 | 6.25 | None | CI | 114 | Cra | 13.26 | 30.12 | .440 | 39.4 | 2947 |
| 5 | Buick 39-90 | 140 | 225 3/32 | 59 7/16 | 62½ | 7.50/16 | 4568 | 2074 | 8-3 7/16x4 5/16 | 37.8 | 320.2 | 141-3600 | 269-2000 | 6.25 | None | CI | 114 | Cra | 14.26 | 32.39 | .440 | 38.5 | 3080 |
| 6 | Cadillac-V8 39-61 | 126 | 207¼ | 58 | 59 | 7.00/16 | 3770 | 1680 | 8-3½x4½ | 39.2 | 346.0 | 135-3400 | 250-1700 | 6.25 | (e) | CI | 155 | 1000 | 10.89 | 27.92 | .390 | 44.5 | 2764 |
| 7 | Cadillac-V8 39-60S | 127 | 214¼ | 58 | 61 | 7.00/16 | 4110 | 2090 | 8-3½x4½ | 39.2 | 346.0 | 135-3400 | 250-1700 | 6.25 | (e) | CI | 155 | 1000 | 11.87 | 30.44 | .390 | 41.2 | 2764 |
| 8 | Cadillac-V8 39-75 | 141 | 225⅛ | 60½ | 62½ | 7.50/16 | 4785 | 2995 | 8-3½x4½ | 39.2 | 346.0 | 140-3400 | 270-1700 | 6.70 | (b) | CI | 170 | 1000 | 13.82 | 34.17 | .404 | 40.1 | 3100 |
| 9 | Cadillac-V16 39-90 | 141 | 222 | 60½ | 62½ | 7.50/16 | 5105 | 5140 | 16-3¼x3¼ | 67.6 | 431.0 | 185-3600 | 324-1700 | 6.75 | 6.08 | CI | 180 | 1000 | 11.84 | 27.59 | .429 | 44.3 | 2918 |
| 10 | Chevrolet Master-85 | 112¼ | 190¼ | 56⅜ | 59 | 6.00/16 | 2805 | 689 | 6-3½x3¾ | 29.4 | 216.5 | 85-3200 | 170-(e) | 6.25 | None | CI | ..... | ..... | 12.95 | 33.00 | .392 | 36.3 | 2779 |
| 11 | Chevrolet Master De Luxe | 112¼ | 190¼ | 57 11/32 | 59 | 6.00/16 | 2875 | 745 | 6-3½x3¾ | 29.4 | 216.5 | 85-3200 | 170-(e) | 6.25 | None | CI | ..... | ..... | 13.27 | 33.82 | .392 | 39.0 | 3144 |
| 12 | Chrysler Royal C-22 | 119 | 201 7/16 | 56⅝ | 60 9/32 | 6.25/16 | 3265 | 1010 | 6-3⅜x4½ | 27.3 | 241.5 | 100-3600 | ........ | 6.50 | 7.00 | CI° | 145 | 1000 | 13.52 | 32.65 | .414 | 38.5 | 3018 |
| 13 | Chrysler Imp. C-23 | 125 | 207 7/16 | 57⅛ | 60 29/32 | 7.00/16 | 3640 | 1198 | 8-3¼x4⅞ | 33.8 | 323.5 | 130-3400 | ........ | 6.80 | 7.45 | CI° | 155 | 1000 | 11.25 | 28.00 | .401 | 42.5 | 2756 |
| 14 | Chrysler Cus. Imp. C-24 | 144 | 224⅜ | 58 1/16 | 63 1/32 | 7.50/16 | ...... | 2595 | 8-3¼x4⅞ | 33.8 | 323.5 | 132-3400 | ........ | 6.80 | 7.45 | Al | 155 | 1000 | ...... | ...... | .408 | .... | 3317 |
| 15 | De Soto De L, & C. S-6 | 119 | 200 13/16 | 56⅝ | 60 9/32 | 6.00/16 | 3174 | 970 | 6-3⅜x4¼ | 27.3 | 228.1 | 93-3600 | ........ | 6.50 | 7.00 | CI° | 145 | 1000 | 13.91 | 34.12 | .407 | 37.7 | 3055 |
| 16 | Dodge Spec. & De L. D-11 | 117 | 197⅝ | 56 5/16 | 60 9/32 | 6.00/16 | 2960 | 855 | 6-3¼x4⅜ | 25.3 | 217.8 | 87-3600 | ........ | 6.50 | None | CI | 140 | 1000 | 13.59 | 34.02 | .399 | 38.3 | 3055 |
| 17 | Ford V8-60 | 112 | 183 | 55¾ | 58¼ | 5.50/16 | 2525 | 665 | 8-2.6x3.2 | 21.6 | 136.0 | 60-3500 | 94-2500 | 6.60 | None | Al | 158 | 2800 | 18.56 | 42.08 | .441 | 30.7 | 3423 |
| 18 | Ford V8-85 | 112 | 189¼ | 55¾ | 58¼ | 6.00/16 | 2750 | 705 | 8-3 1/16x3¾ | 30.0 | 221.0 | 85-3800 | 155-2200 | 6.15 | None | CI | 140 | 2400 | 12.44 | 32.35 | .384 | 38.2 | 2816 |
| 19 | Graham-Spec. & Cus. 96 | 120 | 203 | 56 13/32 | 61¼ | 6.00/16 | 3240 | 965 | 6-3¼x4⅜ | 25.3 | 217.8 | 90-3600 | 160-.... | 6.50 | ..... | CI | 120 | Cra | 14.87 | 36.00 | .413 | 36.8 | 3181 |
| 20 | Graham-Sc. & Cus. Sc. 97 | 120 | 203 | 56 13/32 | 61¼ | 6.25/16 | 3240 | 1095 | 6-3¼x4⅜ | 25.3 | 217.8 | 116-4000 | 180-3000 | 6.70 | None | Al | 130 | Cra | 14.87 | 27.93 | .532 | .... | 3143 |
| 21 | Hudson 112 90, 98 | 112 | (k) | 56 | 59½ | 6.00/16 | 2712 | 806 | 6-3x4⅛ | 21.6 | 175.0 | 86-4000 | 138-1400 | 6.50 | ..... | CI | 115 | 125 | 15.49 | 31.53 | .491 | 33.3 | 3062 |
| 22 | Hudson-Six 92 | 118 | 193 7/16 | 56 | 59½ | 6.00/16 | 2897 | 898 | 6-3x5 | 21.6 | 212.0 | 96-3900 | 160-1200 | 6.25 | ..... | CI | 120 | 125 | 13.66 | 30.17 | .452 | 38.1 | 3062 |
| 23 | Hudson-C. C. Six 93 | 122 | 199½ | 56 | 59½ | 6.25/16 | 3023 | 995 | 6-3x5 | 21.6 | 212.0 | 101-4000 | 168-1200 | 6.25 | ..... | CI | 120 | 125 | 14.25 | 29.93 | .476 | 36.3 | 3025 |
| 24 | Hudson-C. C. 8 95-97 | 122, 129 | (h) | 56 | 59½ | 6.50/16 | 3193 | 1079 | 8-3x4½ | 28.8 | 254.5 | 122-4200 | 198-1600 | 6.25 | ..... | CI | 118 | 125 | 12.54 | 26.17 | .479 | 40.9 | 2984 |
| 25 | Hupmobile 6 R-915 | 115 | ..... | 57 | 60½ | 6.00/16 | ...... | 895 | 6-3½x4¼ | 29.4 | 245.3 | 101-3600 | 168-1200 | 5.75 | 6.20 | CI | 107 | 160 | ...... | ...... | .411 | .... | 3181 |
| 26 | Hupmobile 6 922E | 122 | 203¾ | 59⅜ | 60¼ | 6.25/16 | 3400 | 995 | 6-3½x4¼ | 29.4 | 245.3 | 101-3600 | 168-1200 | 5.75 | 6.20 | CI | 107 | 160 | 13.86 | 33.66 | .411 | 41.8 | 3341 |
| 27 | Hupmobile 8 925H | 125 | 206⅝ | 58¼ | 60 9/16 | 6.50/16 | 4085 | 1145 | 8-3 3/16x4¾ | 32.5 | 303.2 | 120-3500 | 212-1200 | 5.80 | ..... | CI | 113 | 160 | 13.47 | 34.04 | .395 | 43.2 | 3296 |
| 28 | La Salle V8, 39-50 | 120 | 202½ | 58 | 59 | 7.00/16 | 3740 | 1320 | 8-3⅜x4½ | 36.4 | 322.0 | 125-3400 | 234-1800 | 6.25 | 5.75 | CI | 155 | 1000 | 11.61 | 29.92 | .388 | 41.7 | 2764 |
| 29 | Lincoln V12 | 136-145 | (p) | 60 | 60 | 7.50/17 | 5735 | 4800 | 12-3⅛x4½ | 46.8 | 414.0 | 150-3400 | 312-1200 | 6.38 | ..... | Al | 105 | Cra | 13.85 | 38.23 | .362 | 39.1 | 3027 |
| 30 | Lincoln-Zephyr | 125 | 210 | 55½ | 58¼ | 7.00/16 | 3620 | 1360 | 12-2¾x3¾ | 36.3 | 267.0 | 110-3900 | 186-2000 | 6.70 | ..... | Al | 105 | Cra | 13.55 | 32.90 | .411 | 40.4 | 3130 |
| 31 | Mercury | 116 | ..... | 55¾ | 58¼ | 6.00/16 | 2900 | 930 | 8-3.187x3¾ | 32.5 | 239.0 | 95-3600 | 170-2100 | 6.15 | ..... | CI | 145 | 2200 | 12.13 | 30.52 | .397 | 36.9 | 2637 |
| 32 | Nash Lafay. 3910 | 117 | 200¼ | 58 | 60¼ | 6.00/16 | 3290 | 840 | 6-3⅜x4⅜ | 27.3 | 234.8 | 99-3400 | 179-1200 | 6.30 | None | CI | 110 | Cra | 14.01 | 33.23 | .421 | 37.6 | 3055 |
| 33 | Nash Amb. 6 3920 | 121 | 204¼ | 58 | 60¼ | 6.25/16 | 3450 | 985 | 6-3⅜x4⅜ | 27.3 | 234.8 | 105-3400 | 190-1050 | 6.00 | None | CI | 125 | 350 | 14.69 | 32.85 | .447 | 35.6 | 3018 |
| 34 | Nash Amb. 8 3980 | 125 | 208¼ | 55¾ | 61⅜ | 7.00/16 | 3800 | 1235 | 8-3⅛x4¼ | 31.2 | 260.8 | 115-3400 | 200-1200 | 6.00 | None | CI | 110 | 350 | 14.57 | 33.04 | .440 | 34.8 | 2890 |
| 35 | Oldsmobile 60 | 115 | 189⅛ | 58 | 59 | 6.00/16 | 3000 | 889 | 6-3 7/16x3⅞ | 28.4 | 216.0 | 90-3200 | 170-1600 | 6.20 | 5.67 | CI | 151 | 1000 | 13.88 | 33.33 | .416 | 39.3 | 3204 |
| 36 | Oldsmobile 70 | 120 | 197¾ | 58 | 59 | 6.00/16 | 3180 | 952 | 6-3 7/16x4⅛ | 28.4 | 229.7 | 95-3300 | 180-1600 | 6.10 | 5.61 | CI | 146 | 1000 | 13.84 | 33.47 | .413 | 39.7 | 3122 |
| 37 | Oldsmobile 80 | 120 | 197¾ | 58 | 59 | 6.50/16 | 3340 | 1043 | 8-3¼x3⅞ | 33.8 | 257.1 | 110-3500 | 200-1800 | 6.20 | 5.80 | CI | 152 | 1000 | 12.99 | 30.36 | .427 | 41.6 | 3296 |
| 38 | Overland 39 | 102 | 180 | 55¼ | 56¼ | (v) | 2249 | 595 | 4-3⅛x4⅜ | 15.6 | 134.2 | 61-3600 | 106-2200 | 6.35 | 6.81 | CI° | 105 | 185 | 16.75 | 36.86 | .454 | 35.0 | 3410 |
| 39 | Packard Six 1700 | 122 | 196 5/16 | 59 3/16 | 60 | 6.50/16 | 3400 | 1095 | 6-3½x4¼ | 29.4 | 245.3 | 100-3200 | ........ | 6.52 | 6.85 | CI | 110 | Cra | 13.86 | 34.00 | .407 | 40.1 | 3296 |
| 40 | Packard Eight 1701-2 | 127, 148 | (x) | 59 3/16 | (i) | 7.00/16 | 3605 | 1295 | 8-3¼x4¼ | 33.8 | 282.0 | 120-3600 | ........ | 6.41 | 6.85 | CI | 110 | Cra | 12.78 | 30.04 | .425 | 42.0 | 3074 |
| 41 | Packard Super 8 1703-5 | 127, 148 | (z) | 59 3/16 | 62½ | 7.00/16 | 3930 | 2035 | 8-3 3/16x5 | 32.5 | 320.0 | 130-3200 | ........ | 6.45 | 6.85 | CI | 110 | Cra | 12.28 | 30.23 | .406 | 44.1 | 3074 |
| 42 | Packard Twelve 1707-8 | 134⅜, 139⅜ | (y) | 60¼ | 61 | 8.25/16 | 5670 | 4155 | 12-3 7/16x4¼ | 56.7 | 473.0 | 175-3200 | ........ | 6.30 | 7.03 | Al | 110 | Cra | 11.98 | 32.40 | .369 | 44.1 | 2928 |
| 43 | Plymouth-Roadking P7 | 114 | 192¾ | 56 5/16 | 59 15/16 | 5.50/16 | 2839 | 726 | 6-3⅛x4⅜ | 23.4 | 201.3 | 82-3600 | ........ | 6.70 | 7.00 | CI° | 145 | 1000 | 14.10 | 34.62 | .407 | 36.0 | 3007 |
| 44 | Plymouth-De Luxe P8 | 114 | 192¾ | 56 5/16 | 59 15/16 | 6.00/16 | 2909 | 791 | 6-3⅛x4⅜ | 23.4 | 201.3 | 82-3600 | ........ | 6.70 | 7.00 | CI° | 145 | 1000 | 14.45 | 35.47 | .407 | 35.9 | 3055 |
| 45 | Pontiac-Quality 6 39-25 | 115 | 190 | 58 | 59 | 6.00/16 | 3000 | 866 | 6-3 7/16x4 | 28.3 | 222.7 | 85-3520 | 161-1600 | 6.20 | None | CI | 143 | 1000 | 13.47 | 35.29 | .381 | 38.7 | 3055 |
| 46 | Pontiac-De Luxe 6 39-26 | 120 | 196¼ | 58 | 59 | 6.00/16 | 3165 | 922 | 6-3 7/16x4 | 28.3 | 222.7 | 85-3520 | 161-1600 | 6.20 | None | CI | 143 | 1000 | 14.21 | 37.23 | .381 | 36.9 | 3055 |
| 47 | Pontiac-De Luxe 8 39-28 | 120 | 196¼ | 58 | 59 | 6.50/16 | 3265 | 970 | 8-3¼x3¾ | 33.8 | 248.9 | 100-3700 | 172-1600 | 6.20 | None | CI | 143 | 1000 | 13.11 | 32.65 | .401 | 41.2 | 3122 |
| 48 | Studebaker-Com. 6 9A | 116½ | ..... | 59⅞ | 59½ | 6.00/16 | 3200 | 965 | 6-3 5/16x4⅜ | 26.3 | 226.0 | 90-3400 | 174-1200 | 6.00 | 7.00 | CI | 105 | 150 | 14.15 | 35.55 | .398 | 41.1 | 3390 |
| 49 | Studebaker-Pres. 8 5C | 122 | ..... | 59⅝ | 59 7/16 | 6.50/16 | 3440 | 1110 | 8-3 1/16x4¼ | 30.0 | 250.4 | 110-3600 | 195-2000 | 6.00 | 6.50 | CI | 105 | 150 | 13.73 | 31.27 | .439 | 41.7 | 3303 |
| 50 | Willys 48 | 100 | 180 | 55 | 56 | 5.50/16 | 2300 | 555 | 4-3⅛x4⅜ | 15.6 | 134.2 | 48-3200 | 100-1600 | 5.70 | None | CI° | 87 | 216 | 17.13 | 47.91 | .357 | 31.8 | 3315 |

**ABBREVIATIONS**

†—Computed on basis of tires for lowest priced sedan, specified plies and standard rear axle (see below)
††—Computed on basis of displacement of lowest priced sedan, rear axle ratio, effective tire diameter and shipping weight with normal load (see below)
*—Exhaust 100 lbs.
§—Aluminum head special equipment
½—Semi-floating
¾—Three-quarter floating
(a)—6.70-5.75
**AC**—AC Spark Plug Co.
**AL**—The Electric Auto-Lite Co.
**Al**—Aluminum
**Ala**—Aluminum, Anodized Finish
**Als**—Aluminum with Struts
**Alt**—Aluminum with Struts, Tin Plated
**At**—Aluminum, Tin Plated
(b)—6.25-5.75
(c)—1⅛, 1 3/32
**C**—Conventional Axle
**Car**—Carter Carburetor Corp.
**Cel**—Celeron (Continental-Diamond Fibre Co.)
**CG**—Chandler-Groves Co.
**Ch**—Chain
**CH**—Champion Spark Plug Co.
**CI**—Cast Iron
**Cra**—Cranking Speed **CS**—Cast Steel
**CT**—Cast Iron, Tin Plated
(d)—L.H. 407S, R.H. 408S
**Del**—Delco Products Div.
**DR**—Delco-Remy Div.
(e)—900-2000 R.P.M.
**Exi**—Exide (Electric Storage Battery Co.)
**F**—Floating (Piston Pin)
**FF**—Full Floating
(g)—Or Champion Y-4
**GD**—General Electric or Continental-Diamond Fibre
**Ge**—Gear
(h)—95-199½, 97-206½
**Hyp**—Hypoid Gear
(i)—1701-60, 1702-62½
**I**—In-Head (Valves)

*For Passenger Car Engine Trends see page 218*

††This Displacement Factor might differ slightly from the factor as calculated by the various manufacturers. The body model selected to use in this calculation, in all instances was the lowest delivered price five-passenger, four-door sedan or its equivalent. Tire sizes and their number of plys were taken from factory specifications but. as various makes of tires differ as to effective diameter, an average was taken of two makes. Adoption of these standards puts all makes of cars on a comparable basis.

The Displacement Factor is calculated by the equation $F = \frac{3825 \times V \times r,}{W \times d}$ where $V$ is the total displacement of the

# PASSENGER CARS

| Valves: Arrangement | Valves: Valve Seat Insert (Exhaust) | Valves: Spring Pressure (Lb.) Open | Valves: Spring Pressure (Lb.) Closed | Valves: Intake Head Diam. | Valves: Intake Seat Angle | Valves: Exhst. Head Diam. | Valves: Exhst. Seat Angle | Pistons: Material | Pistons: Weight (Oz.) Without Rings, Pin or Bushing | Pistons: Pin Diameter | Pistons: Pin Locked In | Rings: No. and Width—Compression | Rings: No. and Width—Oil | Camshaft Drive—Make and Type | Crankshaft Counterbalanced | Vibration Damper | No. of Main Bearings | Crankpin Diameter (In.) | Crankpin Length (In.) | Carburetor: Make and Size | Carburetor: Model | Transmission—Location of Shift Lever | Spark Plug—Make and Model | Electrical System—Make | Battery—Make | Rear Axle: Type | Rear Axle: Final Drive | Rear Axle: Torque Medium | Rear Axle: Gear Ratio | Front Suspension | Line Number |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| L | NO | 44 | 28 | 1.03 | 45 | 1.03 | 45 | Als | 4.75 | .609 | R | 2-3/32 | 1-⅛ | Own...Ge | Y | N | 2 | 1.31 | 1.25 | Til.....15/16 | M10BX | SL | AL....A-9 | AL | USL | ½ | SB | Sp | 5.25 | Tr | 1 |
| I | NO | 70 | 29 | 1.53 | 45 | 1.34 | 45 | Ala | 14.25 | .812 | R | 2-(c) | 2-3/16 | LB....Ch | Y | Y | 5 | 2.00 | 1.21 | Car.....1 | 419S | SC | AC.....46 | DR | Del | ½ | Hyp | TT | 4.44 | IC | 2 |
| I | NO | 70 | 29 | 1.78 | 45 | 1.43 | 45 | Ala | 17.30 | .875 | R | 2-(c) | 2-3/16 | LB....Ch | Y | Y | 5 | 2.25 | 1.30 | Str...1¼ | AAV-26 | SC | AC.....46 | DR | Del | ½ | Hyp | TT | 3.90 | IC | 3 |
| I | NO | 70 | 29 | 1.78 | 45 | 1.43 | 45 | Ala | 17.30 | .875 | R | 2-(c) | 2-3/16 | LB....Ch | Y | Y | 5 | 2.25 | 1.30 | Str...1¼ | AAV-26 | SC | AC.....46 | DR | Del | ½ | Hyp | TT | 4.18 | IC | 4 |
| I | NO | 70 | 29 | 1.78 | 45 | 1.43 | 45 | Ala | 17.30 | .875 | R | 2-(c) | 2-3/16 | LB....Ch | Y | Y | 5 | 2.25 | 1.30 | Str...1¼ | AAV-26 | SC | AC.....46 | DR | Del | ½ | Hyp | TT | 4.55 | IC | 5 |
| L | NO | 145 | 66 | 1.88 | 45 | 1.63 | 45 | Ala | 18.30 | .875 | F | 2-(c) | 2-5/32 | Mor...Ch | Y | Y | 3 | 2.46 | 2.03 | Str...1¼ | AAZ-26 | SC | AC....104 | DR | Del | ½ | Hyp | Sp | 3.92 | IC | 6 |
| L | NO | 145 | 66 | 1.88 | 45 | 1.63 | 45 | Ala | 18.30 | .875 | F | 2-(c) | 2-5/32 | Mor...Ch | Y | Y | 3 | 2.46 | 2.03 | Str...1¼ | AAZ-26 | SC | AC....104 | DR | Del | ½ | Hyp | Sp | 3.92 | IC | 7 |
| L | NO | 145 | 66 | 1.88 | 45 | 1.63 | 45 | Ala | 18.30 | .875 | F | 2-(c) | 2-5/32 | Mor...Ch | Y | Y | 3 | 2.46 | 2.03 | Str...1¼ | AAZ-26 | SC | AC....104 | DR | Del | ½ | Hyp | Sp | 4.58 | IC | 8 |
| L | NO | 98* | 50 | 1.50 | 45 | 1.38 | 45 | Ala | 15.28 | .812 | R | 2-(c) | 1-3/16 | Mor...Ch | Y | Y | 9 | 2.00 | 1.75 | Car 1⅛ | (d) | SC | AC....104 | DR | Del | ½ | Hyp | Sp | 4.31 | IC | 9 |
| I | NO | 127 | 52½ | 1.64 | 30 | 1.46 | 30 | CT | 22.72 | .865 | R | 2-.124 | 1-.186 | Var....Ge | Y | Y | 4 | 2.31 | 1.50 | Car...1¼ | 420S | SL(n) | AC.....46 | DR | Del | ½ | Hyp | TT | 3.73 | C | 10 |
| I | NO | 127 | 52½ | 1.64 | 30 | 1.46 | 30 | CT | 22.72 | .865 | R | 2-.124 | 1-.186 | Var....Ge | Y | Y | 4 | 2.31 | 1.50 | Car...1¼ | 420S | SL(n) | AC.....46 | DR | Del | ½ | Hyp | TT | 4.22 | IC | 11 |
| L | Y | 105 | 42½ | 1.65 | 45 | 1.53 | 45 | Ala | ..... | .859 | F | 2-⅛ | 2-5/32 | Mor...Ch | Y | Y | 4 | 2.12 | 1.21 | Car...1½ | E6N1 | SC | AL.....A7 | AL | Wil | ½ | Hyp | Sp | 4.10 | IC | 12 |
| L | Y | 126 | 55 | 1.53 | 45 | 1.34 | 45 | Ala | ..... | .859 | F | 2-⅛ | 2-5/32 | MW...Ch | Y | Y | 5 | 2.18 | 1.12 | Str...1¼ | AAV-2 | SC | AL.....A7 | AL | Wil | ½ | Hyp | Sp | 3.91 | IC | 13 |
| L | Y | 133 | 55 | 1.53 | 45 | 1.34 | 45 | Ala | ..... | .859 | F | 2-⅛ | 2-5/32 | MW...Ch | Y | Y | 5 | 2.18 | 1.12 | Str...1¼ | AAV-2 | SC | AL....AL6 | AL | Wil | ½ | Hyp | Sp | 4.90 | IC | 14 |
| L | Y | 105 | 42½ | 1.65 | 45 | 1.53 | 45 | Ala | ..... | .859 | F | 2-⅛ | 2-5/32 | Mor...Ch | Y | Y | 4 | 2.12 | 1.21 | Car...1½ | E6N1 | SC | AL.....A7 | AL | Wil | ½ | Hyp | Sp | 4.10 | IC | 15 |
| L | Y | 80 | 36 | 1.46 | 45 | 1.46 | 45 | Alt | ..... | .859 | F | 2-⅛ | 2-5/32 | Mor.. Ch | Y | Y | 4 | 2.06 | 1.00 | Str...1⅜ | BXV3 | SC | AL.....A7 | AL | AL | ½ | Hyp | Sp | 4.10 | IC | 16 |
| L | Y | 50 | 28 | 1.28 | 45 | 1.28 | 45 | CS | 8.11 | .687 | F | 2-.0922 | 1-.1537 | Cel....Ge | Y | N | 3 | 1.60 | 1.54 | Str.....1 | EE1 | SL | CH...H10 | Own | Own | ¾ | SB | TT | 4.44 | Tr | 17 |
| L | Y | 78 | 38½ | 1.53 | 45 | 1.53 | 45 | CS | 11.82 | .750 | F | 2-.0917 | 1-.1537 | Cel....Ge | Y | N | 3 | 2.00 | 1.75 | Str.....1 | EE1 | SL | CH...H10 | Own | Own | ¾ | SB | TT | 3.78 | Tr | 18 |
| L | N | 93 | 44 | 1.51 | 30 | 1.32 | 45 | Alt | 14.12 | .812 | R | 2-3/32 | 2-5/32 | LB....Ch | Y | Y | 4 | 2.06 | 1.31 | Mar. 1¼ | C-2 | SL | CH...H10 | DR | Wil | ½ | Hyp | Sp | 4.27 | C | 19 |
| L | N | 93 | 44 | 1.51 | 30 | 1.32 | 45 | Alt | 14.12 | .812 | R | 2-3/32 | 2-5/32 | LB....Ch | Y | Y | 4 | 2.06 | 1.31 | Mar. 1½ | C-3 | SL | CH...H10 | DR | Wil | ½ | Hyp | Sp | 4.27 | C | 20 |
| L | N | 80 | 40 | 1.37 | 45 | 1.37 | 45 | Al | 10.50 | .750 | F | 2-3/32 | 2-3/16 | GD....Ge | Y | Y | 3 | 1.93 | 1.37 | Car...1¼ | 438S | SC | CH...J8-A | AL | Nat | ½ | SB | Sp | 4.11 | C | 21 |
| L | N | 80 | 40 | 1.37 | 45 | 1.37 | 45 | Al | 10.50 | .750 | F | 2-3/32 | 2-3/16 | GD....Ge | Y | Y | 3 | 1.93 | 1.37 | Car...1¼ | 438S | SC(m) | CH...J8-A | AL | Nat | ½ | SB | Sp | 4.11 | C | 22 |
| L | N | 80 | 40 | 1.37 | 45 | 1.37 | 45 | Al | 10.50 | .750 | F | 2-3/32 | 2-3/16 | GD....Ge | Y | Y | 3 | 1.93 | 1.37 | Car.....1 | 430S | SC(m) | CH...J8-A | AL | Nat | ½ | SB | Sp | 4.11 | C | 23 |
| L | N | 80 | 40 | 1.50 | 45 | 1.37 | 45 | Al | 10.50 | .750 | F | 2-3/32 | 2-3/16 | GD....Ge | Y | Y | 5 | 1.93 | 1.37 | Car.....1 | 430S | SC(m) | CH...J8-A | AL | Nat | ½ | SB | Sp | 4.11 | C | 24 |
| L | N | 100 | 40 | 1.65 | 45 | 1.53 | 45 | Als | 21.70 | .875 | F | 2-⅛ | 2-5/32 | Mor...Ch | Y | Y | 4 | 2.12 | 1.25 | Car...1¼ | ........ | ....... | CH......7 | AL | Wil | ½ | Hyp | Sp | 4.27 | C | 25 |
| L | N | 100 | 40 | 1.65 | 45 | 1.53 | 45 | Als | 21.70 | .875 | F | 2-⅛ | 2-5/32 | Mor...Ch | Y | Y | 4 | 2.12 | 1.25 | Car...1¼ | ........ | ....... | CH......7 | AL | Wil | ½ | SB | Sp | 4.54 | C | 26 |
| L | N | 100 | 40 | 1.53 | 45 | 1.40 | 45 | Als | 18.40 | .875 | F | 2-⅛ | 2-5/32 | Mor...Ch | Y | Y | 5 | 2.25 | 1.25 | Car.....1 | ........ | ....... | CH......7 | AL | Wil | ½ | Hyp | Sp | 4.54 | C | 27 |
| L | N | 145 | 66 | 1.88 | 45 | 1.63 | 45 | Ala | 16.88 | .875 | F | 2-(c) | 2-5/32 | Mor...Ch | Y | N | 3 | 2.46 | 2.03 | Car.....1 | 423S | SC | AC....104 | DR | Del | ½ | Hyp | Sp | 3.92 | IC | 28 |
| L | Y | 135 | 57 | 1.68 | 45 | 1.68 | 45 | Al | 12.50 | .875 | F | 2-⅛ | 2-5/32 | Mor...Ch | Y | Y | 4 | 2.50 | 2.00 | Str...1 7/16 | EE22 | SL | CH......7 | AL | Exi | FF | SB | TT | 4.58 | C | 29 |
| L | Y | 116 | 54 | 1.53 | 45 | 1.53 | 45 | CS | 11.50 | .750 | F | 2-3/32 | 1-3/16 | Cel....Ge | Y | Y | 4 | 2.12 | 1.57 | Str.....1 | EE1 | SL | CH...H10 | Own | Own | ¾ | Hyp | TT | 4.44 | Tr | 30 |
| L | Y | 78 | 38½ | 1.53 | 45 | 1.53 | 45 | CS | 12.70 | .750 | F | 2-.0917 | 1-.1537 | Cel....Ge | Y | N | 3 | 2.14 | 1.75 | Str.....1 | EE1 | SL | CH...H10 | Own | Own | ¾ | SB | TT | 3.54 | Tr | 31 |
| L | N | 114 | 70 | 1.65 | 45 | 1.53 | 45 | Alt | 19.25 | .875 | F | 2-⅛ | 2-5/32 | Whi...Ch | Y | Y | 7 | 2.00 | 1.42 | Str.....1 | EE1 | SL(r) | AL....B7A | AL | USL | ½ | Hyp | Sp | 4.10 | C | 32 |
| I | N | ..... | ..... | 1.75 | 45 | 1.59 | 45 | Alt | 19.25 | .875 | F | 2-⅛ | 2-5/32 | Whi...Ch | Y | Y | 7 | 2.00 | 1.42 | Car...1¼ | 435S | SL(r) | AC.....45 | AL | USL | ½ | Hyp | Sp | 4.10 | C | 33 |
| I | N | ..... | ..... | 1.65 | 45 | 1.46 | 45 | Alt | 16.00 | .875 | F | 2-⅛ | 2-(t) | ......Ch | N | Y | 9 | 2.00 | 1.23 | Car.....1 | 436S | SL(r) | AC.....45 | AL | USL | ½ | Hyp | Sp | 4.10 | C | 34 |
| L | N | 95½ | 50½ | 1.56 | 30 | 1.42 | 45 | Ala | 17.75 | .859 | P | 2-3/32 | 2-3/16 | Whi...Ch | Y | Y | 4 | 2.12 | 1.37 | Car...1¼ | 426S | SC(s) | AC.....45 | DR | Del | ½ | Hyp | SA | 4.30 | IC | 35 |
| L | N | 95½ | 50½ | 1.56 | 30 | 1.42 | 45 | Ala | 17.75 | .859 | P | 2-3/32 | 2-3/16 | Whi...Ch | Y | Y | 4 | 2.12 | 1.37 | Car...1¼ | 426S | SC(s) | AC.....45 | DR | Del | ½ | Hyp | SA | 4.30 | IC | 36 |
| L | N | 94 | 46 | 1.56 | 30 | 1.42 | 45 | Ala | 16.00 | .859 | P | 2-3/32 | 2-3/16 | LB....Ch | Y | Y | 5 | 2.12 | 1.37 | Car.....1 | 389S | SC(s) | AC.....45 | DR | Del | ½ | Hyp | SA | 4.30 | IC | 37 |
| L | N | 100 | 59½ | 1.53 | 45 | 1.46 | 45 | At | 12.00 | .812 | R | 2-3/32 | 1-3/16 | LB....Ch | N | N | 3 | 1.93 | 1.30 | Til....1⅛ | U-1B | SL | CH.....J8 | AL | USL | ½ | SB | Sp | (w) | C | 38 |
| L | .... | 120 | 50 | 1.57 | 30 | 1.40 | 45 | Als | 19.50 | .875 | F | 2-.1235 | 1-.1862 | Mor...Ch | Y | Y | 4 | 2.09 | 1.25 | CG....1¼ | ........ | SC | AC..103(g) | AL | Wil | ½ | Hyp | Sp | 4.54 | IC | 39 |
| L | .... | 120 | 50 | 1.53 | 30 | 1.40 | 45 | Als | 16.87 | .875 | F | 2-.1235 | 1-.1862 | Mor...Ch | Y | Y | 5 | 2.09 | 1.25 | Str.....1 | EE16 | SC | AC..103(g) | AL | PD | ½ | Hyp | Sp | (j) | IC | 40 |
| L | .... | 159 | 73 | 1.65 | 45 | 1.46 | 45 | Als | 17.75 | .875 | F | 2-.1235 | 2-.1547 | Mor...Ch | Y | Y | 9 | 2.18 | 1.09 | Str...1½ | EE23 | SC | AC..103(g) | AL(u) | PD | ½ | Hyp | Sp | (l) | IC | 41 |
| L | .... | 145 | 70 | 1.64 | 45 | 1.65 | 45 | Als | 20.00 | .875 | F | 3-.1235 | 1-.1547 | Mor...Ch | Y | Y | 4 | 2.50 | 1.12 | Str...1½ | EE3 | SC-E | AC..103(g) | AL(u) | PO | ½ | Hyp | Sp | 4.41 | IC | 42 |
| L | Y | 80 | 36 | 1.46 | 45 | 1.46 | 45 | Ala | ..... | .859 | F | 2-⅛ | 2-5/32 | Mor.. Ch | Y | N | 4 | 1.93 | 1.00 | Car...1½ | D6A1 | SL | CH.....J8 | AL | Wil | ½ | Hyp | Sp | 3.90 | IC | 43 |
| L | Y | 80 | 36 | 1.46 | 45 | 1.46 | 45 | Ala | ..... | .859 | F | 2-⅛ | 2-5/32 | Mor...Ch | Y | Y | 4 | 1.93 | 1.00 | Car...1½ | D6A1 | SC | AL.....A7 | AL | Wil | ½ | Hyp | Sp | 4.10 | IC | 44 |
| L | N | 96 | 54½ | 1.59 | 30 | 1.46 | 45 | NT | 26.68 | .937 | P | 2-.0932 | 1-.1862 | Mor...Ch | Y | Y | 4 | 2.12 | 1.28 | Car...1¼ | 433S | SC | AC.....45 | DR | Del | ½ | Hyp | Sp | 4.10 | IC | 45 |
| L | N | 96 | 54½ | 1.59 | 30 | 1.46 | 45 | NT | 26.68 | .937 | P | 2-.0932 | 1-.1862 | Mor...Ch | Y | Y | 4 | 2.12 | 1.28 | Car...1¼ | 433S | SC | AC.....45 | DR | Del | ½ | Hyp | Sp | 4.30 | IC | 46 |
| L | N | 96 | 54½ | 1.46 | 30 | 1.34 | 45 | NT | 24.25 | .937 | P | 2-.0932 | 1-.1862 | Mor...Ch | Y | Y | 5 | 2.00 | 1.06 | Car...1¼ | 432S | SC | AC.....45 | DR | Del | ½ | Hyp | Sp | 4.30 | IC | 47 |
| L | N | 130 | 57 | 1.46 | 45 | 1.28 | 45 | At | 14.40 | .875 | R | 2-⅛ | 1-3/16 | Cel....Ge | Y | Y | 4 | 2.37 | 1.37 | Str...1¼ | BXD-26 | SC | CH......8 | AL | Wil | ½ | Hyp | Sp | 4.55 | IT | 48 |
| L | N | 130 | 57 | 1.40 | 45 | 1.28 | 45 | At | 13.60 | .875 | R | 2-⅛ | 1-3/16 | Cel....Ge | Y | Y | 9 | 1.87 | 1.18 | Str...1½ | AAD-161 | SC | CH......8 | DR | Wil | ½ | Hyp | Sp | 4.55 | IT | 49 |
| L | N | 46½ | 85½ | 1.53 | 45 | 1.46 | 45 | CI | 21.00 | .937 | F | 3-3/32 | 1-3/16 | LB....Ch | N | N | 3 | 1.93 | 1.30 | Til....1⅛ | U-1A | SL | CH.....C7 | AL | USL | ½ | SB | Sp | 4.10 | C | 50 |

IC—Independent Coil Springs
IT—Independent Transverse Springs
(j)—1701-4.36, 1702-4.70
(k)—90-187⅞, 98-194 13/16
(l)—1703-4.36, 1705-4.54
L—L-Head (Valves)
LB—Link-Belt Co.
(m)—Bendix, vacuum and electric shift, lever on steering column, optional at additional cost
Mor—Morse Chain Co.
Mar—Marvel-Schebler Carburetor Div.
MW—Morse or Whitney
(n)—Bendix vacuum shift, lever on steering column, optional at additional cost
N—No or None
Nat—National Battery Co.
NT—Chrome Nickel Iron, Tin Plated
(p)—213 on 136 in. chassis, 222 on 145 in. chassis
P—Locked in Piston
PD—Prest-O-Lite or Delco
PO—Prest-O-Lite
(r)—Mechanical shift with lever on steering column, optional at additional cost
R—Locked in Rod
(s)—Hydraulic shift optional at additional cost
SA—Stabilizing Arms
SB—Spiral Bevel
SC—On steering column
SC-E—Steering column, Evans Vacuum shift
SL—Standard lever through floor
Sp—Through springs
Str—Stromberg Carburetor Div.
(t)—1⅛, 1 3/16
Til—Tillotson Mfg. Co.
Tr—Transverse springs
TT—Through Torque Tube
(u)—Starter, Owen-Dyneto
USL—USL Battery Corp.
(v)—Std. 5.00/16, De Luxe 5.50/16
Var—Various makes
(w)—Standard 4.30, De Luxe 4.55
Whi—Whitney Mfg. Co.
Wil—Willard Storage Battery Co.
(x)—1701-200 13/16, 1702-221 13/16
(y)—1707-223 13/16, 1708-228 13/16
Y—Yes
(z)—1703-201 13/16, 1705-222 13/16

*For Passenger Car Engine Trends see page 218*

engine in cu. in.; *r*, the rear axle ratio; *W*, the shipping weight of the car plus 400 lb. for two passengers and supplies; and, *d*, the effective tire diameter.

†Crankshaft revolutions per mile as presented here might differ slightly from those calculated by the various manufacturers. However, all makes of cars are on a comparable basis. The model used was, in all cases, the lowest price five-passenger, four-door sedan or its equivalent. Tire revolutions per mile at 35 m.p.h. are the average of those furnished by two tire manufacturers. The result of this figure multiplied by the standard rear axle ratio gives us the crankshaft revolutions per mile.

# AMERICAN

| Line Number | Bus Make and Model | GENERAL: Passenger Rating | Type (City Service, Parlor, etc.) | Standard Wheelbase (In.) | Overall Length (In.) | Tread—Front and Rear (In.) | Complete Vehicle Weight (Lb.) | Standard Tire Sizes (In.): Front | Standard Tire Sizes (In.): Rear | Maximum Permissible Load on Tires (Lb.): Front | Maximum Permissible Load on Tires (Lb.): Rear | ENGINE: Make and Model | Location | Number of Cylinders Bore and Stroke (In.) | Displacement (Cu. In.) | Rated Horsepower (A.M.A.) | Maximum Brake Hp. at Specified R.P.M. | Maximum Net Torque (Lb. Ft.) at R.P.M. | Valve Arrangement | Oiling System: Oil Pressure To | Fuel System: Carburetor Make and Type | Carburetor Size (In.) | Gasoline Tank Capacity (Gal.) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | A. C. F.......H-9S | 42 | CS | 245½ | 395⅜ | 80⅜-72 | 17500 | 9.75/22 | 9.75/22d | 8400 | 16800 | HS.......180 | UF | 6-5x6 | 707 | 60.0 | 180-2200 | 472-1000 | I | acde | Zen..Up | 2 | 115 |
| 2 | A. C. F.......H-9P | 36 | Par | 245½ | 395⅜ | 80⅜-72 | 19200 | 9.75/22 | 9.75/22d | 8400 | 16800 | HS.......180 | UF | 6-5x6 | 707 | 60.0 | 183-2200 | 496-1000 | I | acde | Zen..Up | 2 | 135 |
| 3 | A. C. F.........37P | 37 | Par | 254½ | 396 | 80⅛-72 | 19720 | 10.50/22 | 10.50/22d | 10000 | 20000 | HS.......189 | UF | 6-5x6 | 707 | 60.0 | 183-2200 | 496-1000 | I | acde | Zen..Up | 2 | 125 |
| 4 | A. C. F.......H-13 | 30 | CS | 158 | 323⅜ | 81¼-70¼ | 13500 | 9.75/20 | 9.00/20d | 7800 | 13000 | HS.......130 | UF | 6-4¼x5 | 425 | 43.3 | 124-2800 | 290-1000 | I | acde | Zen..Up | 1¾ | 72 |
| 5 | A. C. F......H-15S | 32 | CS | 188 | 324 | 81¼-70¼ | 13600 | 9.00/20 | 9.00/20d | 6500 | 13000 | HS.......135 | UF | 6-4½x5 | 477 | 48.6 | 139-2800 | 324-1000 | I | acde | Zen..Up | 1¾ | 72 |
| 6 | A. C. F......H-15P | 28 | Par | 188 | 328¾ | 81¼-70¼ | 16100 | 9.75/20 | 9.75/20d | 7800 | 15600 | HS.......135 | UF | 6-4½x5 | 477 | 48.6 | 139-2800 | 324-1000 | I | acde | Zen..Up | 1¾ | 85 |
| 7 | A. C. F.......H-16 | 41 | CS | 210⅜ | 394½ | 81¾-72 | 17100 | 10.50/20 | 9.75/20d | 9400 | 15600 | HS.......180 | UF | 6-5x6 | 707 | 60.0 | 180-2200 | 472-1000 | I | acde | Zen..Up | 2 | 90 |
| 8 | A. C. F.........26S | 28 | CS | 156½ | 289⅞ | 82 -72 | 10920 | 9.00/18 | 7.50/20d | 6000 | 8800 | HS.......95 | UF | 6-4x5 | 377 | 38.4 | 106-2600 | 268-1000 | I | acde | Zen..Up | 1½ | 60 |
| 9 | A. C. F.........26U | 26 | CS | 195 | 295⅜ | 82 -72 | 11250 | 9.00/18 | 9.00/18d | 6000 | 12000 | HS.......95 | UF | 6-4x5 | 377 | 38.4 | 106-2600 | 268-1000 | I | acde | Zen..Up | 1½ | 60 |
| 10 | A. C. F.........36S | 36 | CS | 188 | 364 | 81¼-70¼ | 14200 | 9.75/20 | 9.75/20d | 7800 | 15600 | HS.......135 | UF | 6-4½x5 | 477 | 48.6 | 139-2800 | 324-1000 | I | acde | Zen..Up | 1¾ | 72 |
| 11 | A. C. F.........31S | 31 | CS | 172½ | 328⅝ | 81½-69¾ | 12500 | 9.00/18 | 9.00/18d | 6000 | 12000 | HS.......130 | UF | 6-4¼x5 | 425 | 43.3 | 124-2800 | 290-1000 | I | acde | Zen..Up | 1¾ | 72 |
| 12 | Fageol.........1350 | 18-21 | Chs | 189¼ | 341 | 70⅛-75 | 11750 | 8.25/20 | .......... | (1) | (1) | Wau....6BK | RC | 6-3¾x4¼ | 282 | 33.8 | 82-2800 | 190-1000 | L | acdf | Zen..Do | 1¼ | 50 |
| 13 | Fageol.........2500 | 21-29 | Chs | 189¼ | 341 | 70⅛-75 | 12500 | 8.25/20 | 8.25/20d | (2) | (2) | Wau...6MK | RC | 6-4⅛x4¾ | 381 | 40.8 | 85-2500 | 240- 900 | L | acd | Zen.Do | 1¾ | 50 |
| 14 | Fageol.........3000 | 29-36 | Chs | 189¼ | 341 | 78 -75 | 15500 | 9.75/20 | 9.75/20d | (3) | (3) | HS......135 | Ms | 6-4½x5 | 477 | 48.6 | 130-2800 | 300-1200 | I | acdf | Zen.Do | 1¾ | 50 |
| 15 | Fixible.....16-C-78 | 16-20 | Par | 206¾ | 305 | 58 1/16-73 17/32 | 7330 | 7.00/20 | 7.00/20d | .... | ..... | Che.....1939 | FH | 6-3½x3¾ | 216 | 29.4 | 78-3200 | 170-(6) | I | adf | Car..Do | 1¼ | 38 |
| 16 | Fixible.....19-C-78 | 19-24 | Par | 206¾ | 341 | 58 1/16-73 17/32 | 7980 | 7.00/20 | 7.00/20d | .... | ..... | Che.....1939 | FH | 6-3½x3¾ | 216 | 29.4 | 78-3200 | 170-(6) | I | adf | Car..Do | 1¼ | 38 |
| 17 | Fixible....20-CL-78 | 20-25 | Par | 182½ | 334½ | 69½-73 17/32 | 8980 | 7.50/20 | 7.50/20d | .... | ..... | Che.....1939 | FE | 6-3½x3¾ | 216 | 29.4 | 78-3200 | 170-(6) | I | adf | Car..Do | 1¼ | 38 |
| 18 | Fixible....25-CR-78 | 25-30 | Par | 182 | 351½ | 76 -70¼ | ..... | 7.50/20 | 7.50/20 | .... | ..... | Che.....1939 | R | 6-3½x3¾ | 216 | 29.4 | 78-3200 | 170-(6) | I | adf | Car..Do | 1¼ | 40 |
| 19 | Ford.........91B97 | 25 | CS | 141 | 296⅜ | 74½-65 | 4630 | 9.00/18 | 7.00/20d | .... | ..... | Ford.......... | F | 8-3 1/16x3¾ | 221 | 30.0 | 85-3800 | 150-2000 | L | acdg | ....Do | .97 | 45 |
| 20 | Ford.........99B97 | 25 | CS | 141 | 296⅜ | 74½-65 | 4630 | 9.00/18 | 7.00/20d | .... | ..... | Ford.......... | FH | 8-3 3/16x3¾ | 239 | 32.5 | 95-3600 | 170-2100 | L | acd | ....Do | .... | .... |
| 21 | Gar Wood.....EFT | 29 | CS | 201⅜ | 336⅝ | 75 -65 | ..... | 7.00/20 | 7.00/20d | .... | ..... | Ford....99-B | R | 8-3 3/16x3¾ | 239 | 32.5 | 95-3600 | 170-2100 | L | acd | CG..Do | .... | 50 |
| 22 | Gar Wood......EFI | 25 | Par | 201⅜ | 336⅝ | 75 -65 | ..... | 7.00/20 | 7.00/20d | .... | ..... | Ford....99-B | R | 8-3 3/16x3¾ | 239 | 32.5 | 95-3600 | 170-2100 | L | acd | CG..Do | .... | 50 |
| 23 | Mack..........CW | 23-25 | CS | 165 | 292 | 80¼-73⅞ | ..... | 7.50/20 | 7.50/20d | .... | ..... | Own.....CU | RT | 6-3⅞x5 | 354 | 36.0 | 100-2800 | 237-1000 | L | abcdg | Str..Up | 1½ | 55 |
| 24 | Mack..........CY | 25-27 | CS | 182 | 309 | 80¼-73⅞ | ..... | 7.50/20 | 7.50/20d | .... | ..... | Own.....CU | RT | 6-3⅞x5 | 354 | 36.0 | 100-2800 | 237-1000 | L | abcdg | Str..Up | 1½ | 55 |
| 25 | Mack..........CQ | 31 | CS | 178 | 353⅝ | 82 -73 | ..... | 9.00/22 | 9.00/22d | .... | ..... | Own.....CT | RT | 6-4½x5½ | 525 | 48.6 | 129-2300 | 108- 800 | L | abcdg | Str..Up | 1¾ | 80 |
| 26 | Mack..........CT | 33-37 | CS | 214 | 389⅜ | 82 -73 | ..... | 9.00/22 | 9.00/22d | .... | ..... | Own.....CT | RT | 6-4½x5½ | 525 | 48.6 | 129-2300 | 108- 800 | L | abcdg | Str..Up | 1¾ | 80 |
| 27 | Mack.......31SB | ..... | Chs | 161 | 265⅜ | 68 -65 | ..... | 7.00/20 | 7.00/20d | .... | ..... | Own.....FO | .... | 6-3½x4⅜ | 253 | 29.4 | 75-2800 | 160-1920 | L | abcdg | Str..Up | 1¼ | 30 |
| 28 | Mack.......37SB | ..... | Chs | 230¾ | 301⅝ | 66½-65 | ..... | 7.50/20 | 7.50/20d | .... | ..... | Own.....FM | .... | 6-3⅝x4⅜ | 271 | 31.6 | 78-2800 | 178-1000 | L | abcdg | Str..Up | 1¼ | 30 |
| 29 | Mack.......43SB | ..... | Chs | 212 | 329 11/16 | 77 -69¾ | ..... | 8.25/20 | 8.25/20d | .... | ..... | Own.....FK | .... | 6-3¾x4⅜ | 290 | 33.7 | 85-2800 | 192-1000 | L | abcdg | Str..Up | 1½ | 40 |
| 30 | Mack.....43SBX | ..... | Chs | 212 | 329 11/16 | 77 -69¾ | ..... | 8.25/20 | 8.25/20d | .... | ..... | Own.....BG | .... | 6-3⅝x5 | 310 | 31.6 | 90-3000 | 202-1000 | L | abcdg | Str..Up | 1½ | 40 |
| 31 | Mack.......49SB | ..... | Chs | 231 | 356 7/16 | 78⅞-69¾ | ..... | 8.25/20 | 8.25/20d | .... | ..... | Own.....CU | .... | 6-3⅞x5 | 354 | 36.0 | 92-2300 | 237-1000 | L | abcdg | Str..Up | 1½ | 40 |
| 32 | Mack.......55SB | ..... | Chs | 250 | 383 7/16 | 77½-69¾ | ..... | 9.00/20 | 9.00/20d | .... | ..... | Own.....CU | .... | 6-3⅞x5 | 354 | 36.0 | 92-2300 | 237-1000 | L | abcdg | Str..Up | 1½ | 40 |
| 33 | Reo...........383 | 25-29 | Par | 213 | 325 | 81⅝-72¼ | 11170 | 8.25/18 | 8.25/18d | .... | ..... | Own.....361 | R | 6-4⅛x4½ | 361 | 40.8 | 106-3000 | 254- 900 | L | acd | Zen..Do | 1½ | 75 |
| 34 | Reo...........309 | 37 | CS | 177 | 289 | 81⅝-72¼ | 9270 | 7.50/18 | 7.50/18d | .... | ..... | Own.....310 | R | 6-3⅝x5 | 310 | 31.5 | 97-2800 | 226-1000 | L | abcd | Zen.Do | 1½ | 43 |
| 35 | Reo...........384 | 26 | CS | 150 | 291 | 81⅝-72¼ | 9460 | 7.50/18 | 7.50/18d | .... | ..... | Own.....310 | R | 6-3⅝x5 | 310 | 31.5 | 97-2800 | 226-1000 | L | abcd | Zen.Do | 1½ | 43 |
| 36 | Reo...........385 | 30 | CS | 186 | 327 | 81⅝-72¼ | 10390 | 8.25/18 | 8.25/18d | .... | ..... | Own.....361 | R | 6-4⅛x4½ | 361 | 40.8 | 106-3000 | 254- 900 | L | acd | Zen.Do | 1½ | 43 |
| 37 | Reo........2LM7 | ..... | Chs | 166 | 303½ | 78 5/16-65⅜ | ..... | 7.00/20 | 7.00/20d | .... | ..... | Own.....S3 | F | 6-3⅜x5 | 268 | 27.3 | 83-2800 | 178-1200 | L | acd | Car..Do | 1½ | 38 |
| 38 | Reo.......2LM7F | ..... | Chs | 190 | 293½ | 78 5/16-65⅜ | ..... | 7.00/20 | 7.00/20d | .... | ..... | Own.....S3 | F | 6-3⅜x5 | 268 | 27.3 | 83-2800 | 178-1200 | L | acd | Car..Do | 1½ | 38 |
| 39 | Studebaker...K15B | ..... | Chs | 187 | 310¼ | 60¾-66⅛ | 9045 | 6.50/20 | 7.50/20d | 3400 | 8800 | Own.......IT | FH | 6-3 5/16x4⅜ | 226 | 26.3 | 85-3200 | 163-1200 | L | acd | Car..Do | 1¼ | 30 |
| 40 | Studebaker.K20MB | ..... | Chs | 187 | 310¼ | 68 3/16-65 5/32 | 10595 | 7.50/20 | 8.25/20d | 4400 | 10600 | Her.....JXB | UD | 6-3⅝x4¼ | 263 | 31.5 | 79-2800 | 178-1000 | L | ac | Car..Do | 1¼ | 30 |
| 41 | Studebaker.K25MB | ..... | Chs | 187 | 310¾ | 66 3/16-69¾ | 12570 | 7.50/20 | 9.00/20d | 4400 | 13000 | Her.....JXD | UD | 6-4x4¼ | 320 | 38.4 | 86-2600 | 216-1000 | L | ac | Car..Do | 1¼ | 30 |
| 42 | Twin Coach....23R | 23 | CS | 178 | 282⅛ | 82⅛-73⅛ | 9200 | 8.25/18 | 8.25/18d | 2450 | 2450 | Her..JXDTR | R | 6-4x4¼ | 320 | 38.4 | 91-2400 | 243- 800 | L | acdg | Zen.Up | 1¼ | 50 |
| 43 | Twin Coach.....GU | 25 | CS | 178 | 282⅛ | 82⅛-73⅛ | 9000 | 8.25/18 | 8.25/18d | 2450 | 2450 | Her....JXCT | R | 6-3¾x4¼ | 282 | 33.7 | 70-2400 | 177- 900 | L | acdg | Zen.Up | 1¼ | 50 |
| 44 | Twin Coach....27R | 27 | CS | 210 | 315⅝ | 82⅛-73⅛ | 10170 | 8.25/20 | 8.25/18d | 2450 | 2450 | Her..WXC-3 | R | 6-4¼x4½ | 383 | 43.3 | 104-2400 | 275-1000 | L | acdg | Zen.Up | 1½ | 63 |
| 45 | Twin Coach....30R | 30 | CS | 235½ | 342⅛ | 81¾-74⅝ | 11000 | 9.00/18 | 8.25/18d | 3000 | 2450 | Her.WXLC-3 | R | 6-4¼x4¾ | 404 | 43.3 | 110-2400 | 292-1000 | L | acdg | Zen.Up | 1½ | 63 |
| 46 | Twin Coach...31RL | 31 | CS | 179 17/32 | 335 | 81¾-74⅝ | 12550 | 8.25/20 | 8.25/20d | 2650 | 2650 | Her.WXLC-3 | R | 6-4¼x4¾ | 404 | 43.3 | 110-2400 | 292-1000 | L | acdg | Zen.Up | 1½ | 80 |
| 47 | Twin Coach...35RL | 35 | CS | 207 17/32 | 367 | 82¾-72¾ | 14960 | 9.75/20 | 9.75/20d | 3900 | 3900 | Her..RXLCT | R | 6-4⅝x5¼ | 529 | 51.3 | 143-2200 | 404-1000 | L | abcdg | Zen.Up | 1¾ | 90 |
| 48 | Twin Coach...41RL | 41 | CS | 239 17/32 | 396 | 82¾-72¾ | 15250 | 9.75/20 | 9.75/20d | 3900 | 3900 | Her..RXLCT | R | 6-4⅝x5¼ | 529 | 51.3 | 143-2200 | 404-1000 | L | abcdg | Zen.Up | 1¾ | 90 |
| 49 | White Zephry 706M | 19 | Par | 170 | 288 | 79 1/16-69⅞ | 11800 | 7.50/20 | 7.50/20d | 4400 | 8800 | Whi.......318 | FI | 6-3⅞x4½ | 318 | 36.0 | 110-3000 | 245-1300 | L | abcd | Zen.Do | 1⅜ | 35 |
| 50 | White........805M | 22 | CS | 157 | 278 | 74 13/16-69⅞ | 10100 | 7.00/20 | 7.00/20d | 3900 | 7800 | Whi.......318 | FI | 6-3⅞x4½ | 318 | 36.0 | 110-3000 | 245-1300 | L | abcd | Zen.Up | .... | 25 |
| 51 | White........800M | 23 | CS | 164 | 288½ | 68½-65 | 8000 | 7.00/20 | 7.00/20d | 3900 | 7800 | Whi.......221 | UF | 6-3⅜x4⅛ | 221 | 27.3 | 69-3000 | 154-1000 | L | ac | Zen.Up | .... | 35 |
| 52 | White Zephyr 706M | 23 | Par | 190 | 317 | 79 1/16-69⅞ | 12400 | 7.50/20 | 7.50/20d | 4400 | 8800 | Whi.......318 | FI | 6-3⅞x4½ | 318 | 36.0 | 110-3000 | 245-1300 | L | abcd | Zen.Do | 1⅜ | 35 |
| 53 | White........706M | 23-25 | CS | 170 | 266⅝ | 79 1/16-69⅞ | 10500 | 7.50/20 | 7.50/20d | 4400 | 8800 | Whi.......318 | FI | 6-3⅞x4½ | 318 | 36.0 | 110-3000 | 245-1300 | L | abcd | Zen.Up | 1⅜ | 35 |
| 54 | White........706M | 27-29 | CS | 190 | 318 | 79 1/16-69⅞ | 11000 | 7.50/20 | 7.50/20d | 4400 | 8800 | Whi.......318 | FI | 6-3⅞x4½ | 318 | 36.0 | 110-3000 | 245-1300 | L | abcd | Zen.Up | 1⅜ | 35 |
| 55 | White.........7784 | 29 | Par | 168 | 336 11/16 | 82 11/16-71¾ | 17000 | 9.75/20 | 9.75/20d | 7800 | 15600 | Whi.......681 | UF | 12-4¼x4¼ | 681 | 81.7 | 210-2800 | 500-1200 | L | abcd | Zen.Do | 1⅜ | 123 |
| 56 | White..........784 | 31 | CS | 168 | 336 11/16 | 82 11/16-71¾ | 14400 | 9.75/20 | 9.75/20d | 7800 | 15600 | Whi.......681 | UF | 12-4¼x4¼ | 681 | 81.7 | 210-2800 | 500-1200 | L | abcd | Zen.Do | 1⅜ | 85 |
| 57 | White.........7786 | 33 | Par | 191 | 372 11/16 | 82 11/16-71¾ | 18400 | 9.75/20 | 9.75/20d | 7800 | 15600 | Whi.......681 | UF | 12-4¼x4¼ | 681 | 81.7 | 210-2800 | 500-1200 | L | abcd | Zen.Do | 1⅜ | 135 |
| 58 | White..........786 | 36 | CS | 191 | 372 11/16 | 82 11/16-71¾ | 15500 | 9.75/20 | 9.75/20d | 7800 | 15600 | Whi.......681 | UF | 12-4¼x4¼ | 681 | 81.7 | 210-2800 | 500-1200 | L | abcd | Zen.Do | 1⅜ | 105 |
| 59 | White.........7788 | 37 | Par | 214 | 395 11/16 | 82 11/16-71¾ | 19000 | 10.50/20 | 10.50/20d | 9400 | 18800 | Whi.......681 | UF | 12-4¼x4¼ | 681 | 81.7 | 210-2800 | 500-1200 | L | abcd | Zen.Do | 1⅜ | 135 |
| 60 | White..........788 | 40 | CS | 214 | 395 11/16 | 82 11/16-71¾ | 16400 | 9.75/20 | 9.75/20d | 7800 | 15600 | Whi.......681 | UF | 12-4¼x4¼ | 681 | 81.7 | 210-2800 | 500-1200 | L | abcd | Zen.Do | 1⅜ | 105 |
| 61 | Yellow Tr. & Ch. 733 | 21 | CS | 160 | 282 | 69⅛-65 | 6530 | 7.50/18 | 7.50/18d | 4050 | 8100 | G. M. T..216 | F | 6-3½x3¾ | 216 | 29.4 | 78-3200 | 170-(5) | I | acdf | Car..Do | 1¼ | 35 |
| 62 | Yellow Tr. & Ch. 738 | 21 | Par | 171 | 298½ | 82⅛-76 | 11061 | 8.25/18 | 8.25/18d | 4900 | 9800 | G. M. T..400 | R | 6-4⅛x5 | 400 | 40.9 | 112-2500 | 292-(4) | I | abcdf | Zen.Do | 1½ | 90 |
| 63 | Yel. Tr. & Ch..1204 | 24 | CS | 146 | 282½ | 72 -65 | 7500 | 7.00/20 | 7.00/20d | 3900 | 7800 | G. M. T..216 | R | 6-3½x3¾ | 216 | 29.4 | 78-3200 | 170-(5) | I | acdf | Zen.Do | 1¼ | 36 |
| 64 | Y. T. & C...(7)1203 | 25 | CS | 171 | 298⅝ | 82⅛-76 | 12500 | 9.00/18 | 9.00/18d | 6000 | 12000 | G. M.*..4-71 | R | 3-4¼x5 | 283 | 22.6 | 110-2000 | 353- 900 | I† | abcdh | N | .... | 51° |
| 65 | Yellow Tr. & Ch. 739 | 25 | CS | 171 | 298½ | 82⅛-76 | 10118 | 8.25/18 | 8.25/18d | 4900 | 9800 | G. M. T..400 | R | 6-4⅛x5 | 400 | 40.9 | 112-2500 | 292-(4) | I | abcdf | Zen.Do | 1½ | 60 |
| 66 | Yellow Tr. & Ch. 732 | 31 | Par | 219 | 380½ | 80½-71 | 18600 | 10.50/20 | 10.50/20d | 9400 | 18800 | G. M. T..707 | R | 6-5x6 | 707 | 60.0 | 173-2100 | 560-1000 | I | abcdf | Str..Do | 2 | 145 |
| 67 | Yellow Tr. & Ch. 728 | 32 | CS | 184 | 348 | 81¾-73½ | 15244 | 9.00/20 | 9.00/20d | 6500 | 13000 | G. M. T..479 | R | 6-4⅝x4¾ | 479 | 51.4 | 141-2600 | 360-1000 | I | abcdf | Zen.Do | 2 | 85 |
| 68 | Yellow Tr. & Ch. 731 | 36 | CS | 214 | 379½ | 81¾-73½ | 16236 | 9.75/20 | 9.75/20d | 7800 | 15600 | G. M. T..529 | R | 6-4⅝x5¼ | 529 | 51.4 | 158-2500 | 405-1000 | I | abcdf | Zen.Do | 2 | 85 |
| 69 | Yel. Tr. & Ch. (7)736 | 36 | CS | 213⅞ | 379½ | 79¾-71 | 19500 | 9.75/22 | 9.75/22d | 8400 | 16800 | G. M.*..6-71 | R | 6-4¼x5 | 425 | 34.0 | 165-2000 | 530- 900 | I† | abcdh | N | .... | 85° |
| 70 | Yellow Tr. & Ch. 742 | 37 | Par | 233½ | 396 | 78¼-71¾ | 19780 | 10.50/20 | 10.50/20d | 9400 | 18800 | G. M. T..707 | R | 6-5x6 | 707 | 60.0 | 173-2100 | 560-1000 | I | abcdf | Str..Do | 2 | 155 |
| 71 | Yellow Tr. & Ch. 740 | 40 | CS | 233½ | 396 | 78¼-71¾ | 17545 | 10.50/20 | 10.50/20d | 9400 | 18800 | G. M. T..707 | R | 6-5x6 | 707 | 60.0 | 173-2100 | 560-1000 | I | abcdf | Str..Do | 2 | 100 |
| 72 | Yel. Tr. & Ch. (8)740 | 40 | CS | 233½ | 396 | 78¼-71¾ | 17500 | 10.50/20 | 10.50/20d | 9400 | 18800 | G. M.*..6-71 | R | 6-4¼x5 | 425 | 34.0 | 165-2000 | 530- 900 | I† | abcdh | N | .... | 75° |

**ABBREVIATIONS**

*—General Motors 2 cycle Diesel
†—Exhaust valves only, Intake ports in cylinder walls
°—Fuel Oil
(1)—Maximum gross capacity, front and rear 18,500 lbs.
(2)—Maximum gross capacity, front and rear 23,000 lbs.
3)—Maximum gross capacity, front and rear 29,000 lbs.
(4)—800-1400 R.P.M.
(5)—800-1550 R.P.M.
(6)—850-1550 R.P.M.
(7)—Diesel Electric Drive
(8)—Diesel Motor
(9)—Hydraulic Transmission with variable and direct speeds
a—Main Bearings
A—Air Pressure (Brakes)
b—Wrist Pins
B—Borg & Beck Div.
Bd—Budd Wheel Co.
c—Connecting Rods
Car—Carter Carburetor Corp.
Ce—Centrifugal
CG—Chandler Groves Carburetor
Che—Chevrolet Motor Div.
Chs—Chassis only
Cla—Clark Equipment
Cle—Cleveland Steel Products Corp.
CS—City Service Coach
d—Camshaft
d—Dual (Tires)
Del—Delco Products Div.
Dn—Dayton Steel Foundry Co.
Do—Downdraft
DP—Double Plate, Dry
DR—Delco-Remy Div.
Ds—Drive Shaft
e—Accessory Drive
EA—Electric Auto-Lite Co.
E-W—Exide or Willard
Ex—External
Exl—Exide (Electric Storage Battery Co.)
f—Valve lifters or Rocker arms

# BUS CHASSIS

| Electrical System: Ignition System (Make) | Electrical System: Generator and Starter (Make) | Electrical System: Battery: Make | Electrical System: Battery: Voltage Amp. Hours Capacity | Governor: Type | Governor: Maximum Governed Speed (M.P.H.) | Governor: Integral with Engine | Clutch—Make and Type | Transmission: Make | Transmission: No. of Forward Speeds | Transmission: Low Speed Gear Reduction | Transmission: Universal Joints Number and Make | Rear Axle: Make and Model | Rear Axle: Ratio: Standard | Rear Axle: Ratio: Optional | Brakes: Service: Type and Location | Brakes: Service: Operation | Brakes: Service: Lining Area (Sq. In.) | Brakes: Hand: Type and Location | Brakes: Hand: Lining Area (Sq. In.) | Springs: Front: No. of Leaves | Springs: Front: Length and Width (In.) | Springs: Rear: No. of Leaves | Springs: Rear: Length and Width (In.) | Running Gear: Front Axle—Make | Running Gear: Steering Gear—Make | Running Gear: Outside Diam. of Min. Turning Circle (Ft.) | Running Gear: Wheels—Make | Line Number |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| DR | DR | Op | 12-158 | Ce | 52 | N | Lg...SP | Spi | 4 | 4.36 | 2-Spi | Tim.....59023 | 5.12 | 5.62 | I-Fw | A | 795 | Ex-Ts | 121 | 14 | 54-3½ | 12 | 64-5 | Tim | R | 82 | Bd | 1 |
| DR | DR | Op | 12-158 | Ce | 66 | N | Lg...SP | Spi | 4 | 4.36 | 2-Spi | Tim.....59023 | 4.56 | 4.91 | I-Fw | A | 795 | Ex-Ts | 121 | 14 | 54-3½ | 13 | 64-5 | Tim | R | 82 | Bd | 2 |
| DR | DR | Op | 12-158 | Ce | 66 | N | Lg...SP | Spi | 4 | 4.36 | 2-Spi | Tim.....59023 | 4.56 | 3.53 | I-Fw | A | 824 | Ex-Ts | 121 | Va | 58-4 | Va | 64-5 | Tim | R | 79 | Bd | 3 |
| DR | DR | Op | 12-158 | Ce | 53 | N | Spi...SP | Spi | 3 | 4.04 | 2-Spi | Tim.58258WX1 | 5.57 | 5.12 | I-Fw | A | 623 | Ex-Ts | 88 | 13 | 56-3½ | 16 | 60-3½ | Tim | R | 55 | Dn | 4 |
| DR | DR | Op | 12-158 | Ce | 55 | N | Spi...SP | Spi | 3 | 4.04 | 2-Spi | Tim.58258WX2 | 5.12 | 4.56 | I-Fw | A | 623 | Ex-Ts | 88 | 14 | 56-3½ | 15 | 60-4 | Tim | R | | Dn | 5 |
| DR | DR | Op | 12-158 | Ce | 66 | N | Spi...SP | Spi | 4 | 4.76 | 2-Spi | Tim.....58258 | 4.56 | 5.12 | I-Fw | A | 623 | Ex-Ts | 88 | 14 | 56-3½ | 15 | 60-4 | Tim | R | 60 | Bd | 6 |
| DR | DR | Op | 12-158 | Ce | 45 | N | Lg...DP | Spi | 3 | 3.80 | 2-Spi | Tim.....59023 | 5.62 | 5.12 | I-Fw | A | 824 | Ex-Ts | 121 | 13 | 61-4 | 11 | 64-5 | Tim | R | 72 | Dn | 7 |
| DR | DR | Op | 12-138 | Ce | 50 | N | Spi...SP | Spi | 3 | 4.01 | 2-Spi | Tim.54418WX1 | 5.43 | | I-Fw | A | 460 | Ex-Ts | 95 | 12 | 56-3 | 14 | 58½-3 | Tim | R | 52 | Bd | 8 |
| DR | DR | Op | 12-138 | Ce | 51 | N | Spi...SP | Spi | 3 | 4.01 | 2-Spi | Tim.54418WX2 | 5.43 | | I-Fw | A | 460 | Ex-Ts | 95 | 12 | 54-3 | 16 | 58½-3 | Tim | R | 65 | Bd | 9 |
| DR | DR | Op | 12-158 | Ce | 53 | N | Spi...SP | Spi | 3 | 3.80 | 2-Spi | Tim.....58282 | 5.57 | | I-Fw | A | 692 | Ex-Ts | 88 | 11 | 59-3½ | 13 | 60-4 | Tim | R | 65 | Dn | 10 |
| DR | DR | Opt | 12-158 | Ce | 52 | Y | Spi...SP | Spi | 3 | 3.80 | 2-Spi | Tim.....56515 | 5.28 | 4.44 | I-Fw | A | 575 | Ex-Ts | 88 | 13 | 56-3 | 16 | 60-3½ | Tim | R | 60 | Bd | 11 |
| DR | DR | Exi | 6-127 | Ce | 52 | Y | Lg...SP | WG | 4 | 6.40 | 2-Spi | Tim...54200-H | 5.83 | | I-Fw | H | 306 | Ex | 61 | 9 | 43-3½ | 13 | 60-3½ | Tim | R | 36½ | Bd | 12 |
| DR | DR | Exi | 6-127 | Ce | 44 | Y | Spi...SP | Spi | 3 | 4.03 | 2-Spi | Tim...56200-H | 6.17 | | I-Fw | H | 355 | Ex | 45 | 13 | 60-3½ | 16 | 60-3½ | Tim | R | 36½ | Bd | 13 |
| DR | DR | Exi | 6-127 | Ce | 43 | Y | Spi...SP | Spi | 4 | 6.63 | 2-Spi | Tim..58200TW | 7.80 | | I-Fw | A | 504 | Ex-Ts | 45 | 8 | 60-3½ | 12 | 60-3½ | Tim | R | 36½ | Bd | 14 |
| DR | DR | Del | 6-105 | | | | Che..SP | Che | 4 | 7.23 | 3-Che | Che.......1938 | 5.43 | | I-Fw | H | 330 | I-Rw | 215 | | 36-1¾ | | 54-2½ | Che | Che | | Bd | 15 |
| DR | DR | Del | 6-105 | | | | Che..SP | Che | 4 | 7.23 | 3-Che | Che.......1938 | 5.43 | | I-Fw | H | 330 | I-Rw | 215 | | 36-1¾ | | 54-2½ | Che | Che | | Bd | 16 |
| DR | DR | Del | 6-105 | | | | Che..SP | Che | 4 | 7.23 | 3-Che | Che.......1938 | 5.43 | | I-Fw | H | 330 | I-Rw | 215 | | 52-2½ | | 54-2½ | Tim | R | | Bd | 17 |
| DR | DR | Del | 12-105 | | | | Che..SP | Cla | 4 | 6.35 | 2-Spi | Tim..53542TW | 5.66 | | I-Fw | A | | -Ts | | | 52-2½ | | 54-2½ | Tim | R | | Bd | 18 |
| Fo | Fo | | 12-137 | | | | Lg...SP | Fo | 3 | 4.30 | 3-Spi | Ford | 6.67 | 5.14 | I-Fw | A | 380 | I-Rw | 120 | 13 | 50-2½ | 13 | 50-2½ | Fo | Fo | 54 | | 19 |
| Fo | Fo | | 12-137 | | | | Lg...SP | Fo | 3 | 4.30 | 3-Spi | Ford | 6.67 | 5.14 | I-Fw | A | 380 | I-Rw | 120 | 13 | 50-2½ | 13 | 50-2½ | Fo | Fo | 54 | | 20 |
| Fo | LN | Wil | 12-150 | Su | | | Lg...SP | Spi | 3 | 3.55 | 2-Spi | Tim.....53300 | 6.60 | 5.14 | I-Fw | A | 381 | Ex-Ts | | | 48-3 | | 62-3 | Tim | R | 74 | Bd | 21 |
| Fo | LN | Wil | 12-150 | Su | | | Lg...SP | Spi | 3 | 3.55 | 2-Spi | Tim.....53300 | 5.14 | 6.60 | I-Fw | A | 381 | Ex-Ts | | | 48-3 | | 62-3 | Tim | R | 74 | Bd | 22 |
| DR | DR | Exi | 12-158 | Su | 45 | N | O....SP | Own | 3 | 4.16 | 2-Cle | Own.......CW | 4.45 | 4.90 | I-Fw | A | 437 | Ex-Ts | 82 | 9 | 52-3 | 11 | 52-3 | Own | O | | O | 23 |
| DR | DR | Exi | 12-158 | Su | 45 | N | O....SP | Own | 3 | 4.16 | 2-Cle | Own.......CY | 4.45 | 4.90 | I-Fw | A | 437 | Ex-Ts | 82 | 9 | 52-3 | 11 | 52-3 | Own | O | | O | 24 |
| DR | DR | Exi | 12-158 | Su | 49 | N | O....SP | Own | 3 | 3.79 | 2-Cle | Own.......CQ | 5.43 | 5.86 | I-Fw | A | 635 | Ex-Ts | 86 | | 60-3½ | | 60-4 | Own | O | | O | 25 |
| DR | DR | Exi | 12-158 | Su | 49 | N | O....SP | Own | 3 | 3.79 | 2-Cle | Own.......CT | 5.43 | 5.86 | I-Fw | A | 635 | Ex-Ts | 86 | | 60-3½ | | 60-4 | Own | O | | O | 26 |
| DR | DR | Exi | 6-135 | | 59 | N | O....SP | Own | 4 | 6.34 | 3-Spi | Own | 5.83 | 6.20 | I-Fw | H | 296 | I-Ts | 83 | 9 | 50-3 | 13 | 60-3 | Own | O | | O | 27 |
| DR | DR | Exi | 6-135 | | 60 | | O....SP | Own | 4 | 6.34 | 3-Spi | Own | 4.85 | 5.83 | I-Fw | H | 329 | Ex-Ts | 83 | 9 | 50-3 | 13 | 60-3 | Own | O | | O | 28 |
| DR | DR | Exi | 6-118 | | 49 | N | O....SP | Own | 4 | 6.34 | 4-Spi | Own | 6.16 | 6.83 | I-Fw | H | 370 | Ex-Ts | 83 | 10 | 50-3 | 11 | 60-3½ | Own | O | | O | 29 |
| DR | DR | Exi | 6-118 | | 45 | | O....SP | Own | 5 | 7.53 | 4-Spi | Own | 6.16 | 6.83 | I-Fw | H | 370 | Ex-Ts | 87 | 10 | 50-3 | 11 | 60-3½ | Own | O | | O | 30 |
| DR | DR | Exi | 6-118 | | | | O....SP | Own | 5 | 7.53 | 4-Spi | Own | 6.16 | 6.83 | I-Fw | H | 370 | Ex-Ts | 87 | 10 | 50-3 | 14 | 60-3½ | Own | O | | O | 31 |
| DR | DR | Exi | 6-118 | | 40 | | O....SP | Own | 5 | 7.53 | 4-Spi | Own | 6.16 | 6.83 | I-Fw | H | 370 | Ex-Ts | 87 | 12 | 50-3 | 14 | 60-3½ | Own | O | | O | 32 |
| DR | DR | Wil | 12-152 | Su | 53 | Y | Lg...SP | Cla | 3 | 3.38 | 2-Mec | Tim..53562-A1 | 4.57 | 4.38 | I-Fw | A | 470 | Ex-Ts | 89 | 10 | 58-3½ | 11 | 58-3½ | Tim | R | 70¼ | MW | 33 |
| DR | DR | Wil | 12-152 | Su | 46 | Y | Lg...SP | Cla | 3 | 3.38 | 2-Mec | Tim..53562-A1 | 5.66 | 5.14 | I-Fw | A | 470 | Ex-Ts | 89 | 10 | 58-3½ | 11 | 58-3½ | Tim | R | 57 | MW | 34 |
| DR | DR | Wil | 12-152 | Su | 46 | Y | Lg...SP | Cla | 3 | 3.38 | 2-Mec | Tim..53562-A1 | 5.66 | 5.14 | I-Fw | A | 470 | Ex-Ts | 89 | 10 | 58-3½ | 11 | 58-3½ | Tim | R | 56½ | MW | 35 |
| DR | DR | Wil | 12-152 | Su | 47 | Y | Lg...SP | Cla | 3 | 3.38 | 2-Mec | Tim..53562-A1 | 5.14 | | I-Fw | A | 470 | Ex-Ts | 89 | 10 | 58-3½ | 11 | 58-3½ | Tim | R | 69 | MW | 36 |
| EA | EA | Wil | 6-240 | | | | B....SP | Own | 4 | 6.72 | 3-Cle | Own....2LM7 | 5.28 | | I-Fw | H | 394 | Ex-Ts | 61 | 11 | 54-2½ | 11 | 54-2½ | Own | R | 51 | MW | 37 |
| EA | EA | Wil | 6-240 | | | | B....SP | Own | 4 | 6.72 | 3-Cle | Own....2LM7 | 5.28 | | I-Fw | H | 394 | Ex-Ts | 61 | 12 | 54-2½ | 12 | 54-2½ | Own | R | | MW | 38 |
| EA | EA | Wil | 6-105 | Su | 43 | Y | B....SP | WG | 4 | 6.40 | 3-Cle | Cla.......R-751 | 5.57 | 5.12 | I-Fw | H | 271 | Ex-Ts | 49 | 9 | 36-2 | 14 | 56-3 | Cla | R | 77⅓ | Bd | 39 |
| DR | DR | Wil | 6-136 | Su | 62 | Y | B....SP | WG | 4 | 6.40 | 3-Cle | Tim.....54414 | 6.80 | 4.85 | I-Fw | H | 320 | Ex-Ts | 49 | 9 | 39-2½ | 15 | 56-3 | Tim | R | 55 | Bd | 40 |
| DR | DR | Wil | 6-136 | Su | 47 | Y | WL..SP | Cla | 5 | 7.58 | 3-Cle | Tim.....56411 | 6.83 | 6.16 | I-Fw | H | 418 | I-Rw | 274 | 10 | 39-2½ | 15 | 56-3 | Tim | R | 55 | Bd | 41 |
| DR | DR | Exi | 12-117 | Su | | Y | Spi...SP | Spi | 3 | 4.04 | 2-Spi | Tim..53537-A1 | 5.67 | 4.57 | I-Fw | A | 384 | Ex-Ts | 31 | 11 | -3 | 14 | 60-3 | Tim | R | 61⅔ | Bd | 42 |
| DR | DR | Exi | 12-117 | Su | | Y | Spi...SP | Spi | 3 | 4.04 | 2-Spi | Tim..53537-A1 | 5.67 | 5.14 | I-Fw | A | 384 | Ex-Ts | 31 | 11 | -3 | 14 | 60-3 | Tim | R | 61⅔ | Bd | 43 |
| DR | DR | Exi | 12-117 | Su | | Y | Spi...SP | Spi | 3 | 4.04 | 2-Spi | Tim..54419-A1 | 5.83 | 4.86 | I-Fw | A | 384 | Ex-Ts | 31 | 13 | 46-3 | 14 | 60-3 | Tim | R | 70⅔ | Bd | 44 |
| DR | DR | Exi | 12-117 | Su | | Y | Spi...SP | Spi | 3 | 4.04 | 2-Spi | Tim..56216-A1 | 5.29 | 6.17 | I-Fw | A | 384 | Ex-Ts | 31 | 13 | 46-3 | 15 | 60-3 | Tim | R | 78¾ | Bd | 45 |
| DR | DR | Exi | 12-134 | Su | | Y | Spi...SP | Spi | 3 | 4.04 | 2-Spi | Tim..56216-A1 | 5.71 | 6.17 | I-Fw | A | 576 | Ex-Ts | 31 | 10 | 60-4 | 12 | 60-4 | Tim | R | 63 | Bd | 46 |
| DR | DR | Exi | 12-134 | Su | | Y | Spi...SP | Spi | 3 | 4.04 | 2-Spi | Tim..58266-A1 | 5.57 | 6.17 | I-Fw | A | 720 | Ex-Ts | 61 | 14 | 60-4 | 16 | 66-4 | Tim | R | 70 | Bd | 47 |
| DR | DR | Exi | 12-134 | Su | | Y | Spi...SP | Spi | 3 | 4.01 | 2-Spi | Tim..58266-A1 | 5.57 | 6.17 | I-Fw | A | 720 | Ex-Ts | 61 | 14 | 60-4 | 16 | 66-4 | Tim | R | 80½ | Bd | 48 |
| LN | LN | E-W | 12-118 | Su | 61 | N | O....SP | Own | 3 | 3.90 | 3-Spi | Own.......37C | 5.10 | 5.83 | I-Fw | A | 368 | Ex-Ts | 88 | 15 | 41-2½ | 16 | 54-2½ | Own | R | | Bd | 49 |
| LN | LN | E-W | 12-118 | Su | 59 | N | O....SP | Own | 4 | 5.00 | 3-Spi | Own.......37C | 6.28 | 5.10 | I-Fw | H | 368 | Ex-Ts | 60 | | 41-2½ | | 54-3 | Own | R | | Bd | 50 |
| EA | EA | E-W | 12-118 | Su | 65 | N | O....SP | Own | 3 | 3.31 | 2-Spi | Own | 6.80 | 5.83 | I-Fw | H | 303 | Ex-Ts | | | 40-2½ | | 50-2½ | Own | R | | Bd | 51 |
| LN | LN | E-W | 12-118 | Su | 61 | N | O....SP | Own | 3 | 3.90 | 3-Spi | Own.......37C | 5.10 | 5.83 | I-Fw | A | 368 | Ex-Ts | 88 | 15 | 41-2½ | 16 | 54-2½ | Own | R | | Bd | 52 |
| LN | LN | E-W | 12-118 | Su | 61 | N | O....SP | Own | 3 | 3.90 | 3-Spi | Own.......37C | 5.10 | 5.83 | I-Fw | A | 368 | Ex-Ts | 88 | 15 | 41-2½ | 16 | 54-2½ | Own | R | | Bd | 53 |
| LN | LN | E-W | 12-118 | Su | 61 | N | O....SP | Own | 3 | 3.90 | 3-Spi | Own.......37C | 5.10 | 5.83 | I-Fw | A | 368 | Ex-Ts | 88 | 15 | 41-2½ | 16 | 54-2½ | Own | R | | Bd | 54 |
| DR | DR | Exi | 12-158 | Ce | 71 | Y | O....SP | Own | 3 | 3.32 | 2-Spi | Own.....34CE | 5.22 | 4.88 | I-Fw | A | 691 | Ex-Ts | 123 | 13 | 54-3½ | 12 | 60-4 | Own | R | | Bd | 55 |
| DR | DR | Exi | 12-158 | Ce | 71 | Y | O....SP | Own | 3 | 3.32 | 2-Spi | Own.....34CE | 5.22 | 4.88 | I-Fw | A | 691 | Ex-Ts | 123 | 13 | 54-3½ | 12 | 60-4 | Own | R | | O | 56 |
| DR | DR | Exi | 12-158 | Ce | 71 | Y | O....SP | Own | 3 | 3.32 | 2-Spi | Own.....34CE | 5.22 | 4.88 | I-Fw | A | 691 | Ex-Ts | 123 | 13 | 54-3½ | 12 | 60-4 | Own | R | | O | 57 |
| DR | DR | Exi | 12-158 | Ce | 71 | Y | O....SP | Own | 3 | 3.32 | 2-Spi | Own.....34CE | 5.22 | 4.88 | I-Fw | A | 691 | Ex-Ts | 123 | 13 | 54-3½ | 12 | 60-4 | Own | R | | O | 58 |
| DR | DR | Exi | 12-158 | Ce | 73 | Y | O....SP | Own | 3 | 3.32 | 2-Spi | Own.....34CE | 5.22 | 4.88 | I-Fw | A | 691 | Ex-Ts | 123 | 13 | 54-3½ | 12 | 60-4 | Own | R | | O | 59 |
| DR | DR | Exi | 12-158 | Ce | 71 | Y | O....SP | Own | 3 | 3.32 | 2-Spi | Own.....34CE | 5.22 | 4.88 | I-Fw | A | 691 | Ex-Ts | 123 | 13 | 54-3½ | 12 | 60-4 | Own | R | | O | 60 |
| DR | DR | Del | 12-95 | | | | O....SP | Own | 4 | 7.23 | 3-Spi | Tim | 6.20 | 5.66 | I-Fw | H | 438 | I-Rw | 219 | 10 | 44-2½ | 10 | 54-2½ | Tim | S | 57 | MW | 61 |
| DR | DR | Exi | 12-111 | Su | | Y | Lg...SP | Spi | 3 | 3.55 | 2-Spi | Tim | 3.89 | 5.14 | I-Fw | A | 464 | Ex-Ts | 105 | 9 | 56-3½ | 11 | 56-3½ | Tim | S | 64½ | MW | 62 |
| DR | DR | Del | 12-95 | Su | | Y | O....SP | Cla | 3 | 3.90 | 2-Own | Tim | 6.20 | 4.57 | I-Fw | H | 444 | I-Rw | 222 | 12 | 48-2½ | 11 | 54½-2½ | Cla | S | 59 | MW | 63 |
| N | DR | Exi | 24-158 | Ce | | Y | N | N | | | 2-Spi | Tim | 6.50 | | I-Fw | A | 729 | Ex-Ds | 84 | 9 | 56-3½ | 14 | 56-3½ | Tim | S | 64½ | Bd | 64 |
| DR | DR | Exi | 12-111 | Su | | Y | Lg...SP | Spi | 3 | 3.55 | 2-Spi | Tim | 5.14 | | I-Fw | A | 464 | Ex-Ts | 105 | 8 | 56-3½ | 11 | 56-3½ | Tim | S | 64½ | MW | 65 |
| DR | DR | Exi | 12-95 | Ce | | Y | Lg...SP | Spi | 4 | 4.36 | 2-Spi | Tim | 4.09 | 3.58 | I-Fw | A | 812 | Ex-Ts | 126 | 10 | 58-4 | 17 | 62-4 | Tim | S | 74 | MW | 66 |
| DR | DR | Exi | 12-126 | Ce | | Y | Lg...SP | Spi | 3 | 3.32 | 2-Spi | Tim | 5.86 | | I-Fw | A | 703 | Ex-Ts | 100 | 10 | 59-3 | 12 | 58-4 | Tim | S | 68 | MW | 67 |
| DR | DR | Exi | 12-126 | Ce | | Y | Lg...SP | Spi | 3 | 3.32 | 2-Spi | Tim | 5.86 | | I-Fw | A | 703 | Ex-Ts | 100 | 10 | 59-3 | 13 | 58-4 | Tim | R | 77 | MW | 68 |
| N | DR | Exi | 24-180 | Ce | | Y | N | N | | | 2-Spi | Tim | 6.12 | | I-Fw | A | 867 | Ex-Ds | 102 | 9 | 58-4 | 15 | 58-4 | Tim | R | 115 | Bd | 69 |
| DR | DR | Exi | 12-95 | Ce | | Y | Lg...SP | Spi | 4 | 4.36 | 2-Spi | Tim | 3.58 | 4.11 | I-Fw | A | 812 | Ex-Ts | 126 | 11 | 58-4 | 16 | 62-4 | Tim | S | 87 | MW | 70 |
| DR | DR | Exi | 12-95 | Ce | | Y | Lg...SP | Spi | 3 | 3.32 | 2-Spi | Tim | 4.09 | 3.58 | I-Fw | A | 913 | Ex-Ts | 126 | 11 | 58-4 | 16 | 62-4 | Tim | S | 87 | MW | 71 |
| N | DR | Exi | 24-225 | Ce | | Y | O....SP | Own[9] | | | 2-Spi | Tim | 3.58 | | I-Fw | A | 913 | Ex-Ts | 126 | 11 | 58-4 | 16 | 62-4 | Tim | S | 87 | MW | 72 |

**F**—Front
**FE**—Front End, under Body
**FH**—Front End, under Hood
**FI**—Front, Inside
**Fo**—Ford Motor Co.
**Fw**—Four Wheels
**g**—Timing Gears
**G.M.T.**—General Motors Truck & Coach Mfg. Co.
**h**—Also to Head of Piston for Cooling
**H**—Hydraulic
**Her**—Hercules Motor Corp.
**HS**—Hall-Scott Motor Car Co.
**I**—In-Head (Valves)
**I**—Internal (Brakes)
**L**—At Side (Valves)
**Lg**—Long Mfg. Co.
**LN**—Leece-Neville Co.
**Mec**—Mechanics Universal Joint Div.
**Ms**—Midship
**MW**—Motor Wheel Corp.
**N**—No or None **O**—Own
**Op**—Optional **Par**—Parlor Coach
**R**—Ross Gear & Tool Co.
**R**—Rear (Engine Location)
**RC**—Rear of Coach
**RT**—Rear, Transverse
**Rw**—Rear Wheels
**S**—Saginaw Steering Gear Div.
**SP**—Single Plate
**Spi**—Spicer Mfg. Co.
**Str**—Stromberg Carburetor Div.
**Su**—Suction
**Tim**—Timken-Detroit Axle Co.
**Ts**—Transmission
**UD**—Under Drivers Seat
**UF**—Under Floor **Up**—Updraft
**Va**—No. of Leaves varies according to equipment
**Wau**—Waukesha Motor Co.
**Whi**—White Motor Co.
**Wil**—Willard Storage Battery Co.
**WG**—Warner Gear Div.
**WL**—W. C. Lipe **Y**—Yes
**Zen**—Zenith Carburetor Co.

# Passenger Car Chassis and Engine Trends

## (Based on Units Sold)

| | No. of Units Sold* | Gross Shipping Wgt. of Cars Sold (lb.)† | Gross Max. Hp. of Cars Sold‡ | Average Weight (lb.) | Average Hp. |
|---|---|---|---|---|---|
| 1930 | 2,625,979 | 7,320,000,000 | 142,800,000 | 2,780 | 54 |
| 1931 | 1,908,141 | 5,380,000,000 | 109,200,000 | 2,820 | 57 |
| 1932 | 1,096,399 | 3,200,000,000 | 75,400,000 | 2,920 | 69 |
| 1933 | 1,493,794 | 4,220,000,000 | 106,000,000 | 2,820 | 71 |
| 1934 | 1,888,557 | 5,560,000,000 | 156,000,000 | 2,940 | 83 |
| 1935 | 2,743,908 | 8,120,000,000 | 234,000,000 | 2,960 | 85 |
| 1936 | 3,404,497 | 10,190,000,000 | 291,000,000 | 3,000 | 86 |
| 1937 | 3,483,752 | 10,470,000,000 | 303,900,000 | 3,005 | 87 |
| 1938 | 1,891,021 | 6,428,000,000 | 195,057,000 | 3,452 | 103 |

† Shipping weight of 5-passenger, 4-door sedan, taken as typical.
‡ Maximum horsepower taken from previous Statistical Issues.
* R. L. Polk & Co., registrations of new passenger cars.

## (Based on Number of Models Offered)

**Hp. per cu. in. of Displacement**

| | |
|---|---|
| 1927 | .256 |
| 1928 | .276 |
| 1929 | .306 |
| 1930 | .331 |
| 1931 | .344 |
| 1932 | .353 |
| 1933 | .376 |
| 1934 | .388 |
| 1935 | .398 |
| 1936 | .411 |
| 1937 | .417 |
| 1938 | .412 |
| 1939 | .415 |

**Average Compression Ratio**

| | |
|---|---|
| 1927 | 4.55 |
| 1928 | 4.86 |
| 1929 | 4.99 |
| 1930 | 5.15 |
| 1931 | 5.23 |
| 1932 | 5.29 |
| 1933 | 5.57 |
| 1934 | 5.72 |
| 1935 | 5.98 |
| 1936 | 6.14 |
| 1937 | 6.25 |
| 1938 | 6.32 |
| 1939 | 6.32 |

**Average B.M.E.P.**
At Maximum Hp.
(Lb. per Sq. In.)

| | |
|---|---|
| 1927 | 74.5 |
| 1928 | 76.2 |
| 1929 | 80.6 |
| 1930 | 82.7 |
| 1931 | 84.3 |
| 1932 | 86.2 |
| 1933 | 88.5 |
| 1934 | 90.1 |
| 1935 | 90.2 |
| 1936 | 92.3 |
| 1937 | 93.1 |
| 1938 | 91.2 |
| 1939 | 92.7 |

**Bore, Stroke, Displacement**

| | Bore (Inches) | Stroke (Inches) | Piston Displ. (Cu. In.) |
|---|---|---|---|
| 1927 | 3.26 | 4.67 | 254.9 |
| 1928 | 3.27 | 4.58 | 257.7 |
| 1929 | 3.27 | 4.57 | 261.3 |
| 1930 | 3.26 | 4.51 | 264.6 |
| 1931 | 3.21 | 4.45 | 273.0 |
| 1932 | 3.26 | 4.41 | 283.9 |
| 1933 | 3.23 | 4.40 | 284.1 |
| 1934 | 3.24 | 4.40 | 289.2 |
| 1935 | 3.23 | 4.39 | 271.4 |
| 1936 | 3.39 | 4.32 | 267.9 |
| 1937 | 3.25 | 4.31 | 277.6 |
| 1938 | 3.25 | 4.27 | 271.1 |
| 1939 | 3.24 | 4.23 | 255.3] |

**Average Piston Speeds**
(Feet per Min.)

| | |
|---|---|
| 1927 | 2150 |
| 1928 | 2210 |
| 1929 | 2310 |
| 1930 | 2380 |
| 1931 | 2395 |
| 1932 | 2390 |
| 1933 | 2463 |
| 1934 | 2508 |
| 1935 | 2535 |
| 1936 | 2498 |
| 1937 | 2554 |
| 1938 | 2545 |
| 1939 | 2498 |

**Displacement per Cylinder**
(Cu. In.)

| | |
|---|---|
| 1927 | 39.5 |
| 1928 | 39.1 |
| 1929 | 38.9 |
| 1930 | 37.6 |
| 1931 | 36.8 |
| 1932 | 36.7 |
| 1933 | 36.0 |
| 1934 | 36.2 |
| 1935 | 36.1 |
| 1936 | 35.6 |
| 1937 | 35.8 |
| 1938 | 35.7 |
| 1939 | 35.1 |

**Average Number of Cylinders**

| | |
|---|---|
| 1927 | 6.45 |
| 1928 | 6.59 |
| 1929 | 6.71 |
| 1930 | 7.04 |
| 1931 | 7.49 |
| 1932 | 7.78 |
| 1933 | 7.88 |
| 1934 | 7.97 |
| 1935 | 7.51 |
| 1936 | 7.50 |
| 1937 | 7.74 |
| 1938 | 7.60 |
| 1939 | 7.28 |

**Average R.P.M.**

| | |
|---|---|
| 1927 | 2740 |
| 1928 | 2860 |
| 1929 | 3063 |
| 1930 | 3170 |
| 1931 | 3230 |
| 1932 | 3250 |
| 1933 | 3360 |
| 1934 | 3420 |
| 1935 | 3480 |
| 1936 | 3487 |
| 1937 | 3556 |
| 1938 | 3576 |
| 1939 | 3543 |

**Average Brake Horsepower**

| | |
|---|---|
| 1927 | 65.8 |
| 1928 | 70.9 |
| 1929 | 81.6 |
| 1930 | 87.6 |
| 1931 | 95.0 |
| 1932 | 101.0 |
| 1933 | 106.5 |
| 1934 | 112.5 |
| 1935 | 109.6 |
| 1936 | 110.1 |
| 1937 | 115.9 |
| 1938 | 111.7 |
| 1939 | 105.9 |

# Ten Leading Industries During 1937 as Reported by Census of Manufactures

*(Rated in order of the value of their products)*

| | Number of Establishments | Salaried Employees | Wage Earners | Salaries | Wages | Cost of Materials, Fuel, Electric Energy, Etc. | Value of Products | Value Added by Manufacture |
|---|---|---|---|---|---|---|---|---|
| Steel Works and Rolling-mill products | 410 | 40,496 | 479,342 | $109,080,427 | $779,776,491 | $1,833,744,640 | $3,330,491,150 | $1,496,746,510 |
| Motor Vehicles, not including motorcycles | 131 | 22,474 | 194,527 | 48,673,258 | 316,141,350 | 2,394,269,305 | 3,096,218,569 | 701,949,264 |
| Meat Packing, wholesale | 1,160 | 25,097 | 127,476 | 52,307,756 | 170,386,207 | 2,386,090,468 | 2,787,357,940 | 401,267,472 |
| Petroleum Refining | 365 | 15,268 | 83,182 | 36,393,120 | 140,414,750 | 2,064,306,627 | 2,546,745,730 | 482,439,103 |
| Motor Vehicle Bodies and Parts | 936 | 28,349 | 284,813 | 65,541,738 | 439,939,723 | 1,275,073,117 | 2,080,017,798 | 804,944,681 |
| Electrical Machinery, apparatus and supplies | 1,435 | 60,047 | 257,660 | 133,708,060 | 355,958,610 | 642,866,693 | 1,622,098,291 | 979,231,598 |
| Bread and other Bakery products | 17,193 | 23,747 | 239,388 | 45,460,779 | 293,994,425 | 727,021,811 | 1,426,162,859 | 699,141,048 |
| Printing and Publishing, newspaper and periodical | 9,242 | 142,377 | 134,995 | 273,108,171 | 221,420,106 | 392,478,921 | 1,393,623,224 | 1,001,144,303 |
| Cigarettes | 34 | 1,506 | 26,149 | 3,703,040 | 24,182,395 | 771,521,509 | 968,926,917 | 197,405,408 |
| Machinery, not elsewhere classified | 2,298 | 36,427 | 146,629 | 86,498,075 | 217,737,078 | 375,647,346 | 964,150,996 | 588,503,650 |
| Total—for ten leading industries | 33,204 | 395,788 | 1,974,161 | $854,474,424 | $2,959,951,135 | $12,863,020,437 | $20,215,793,474 | $7,352,773,037 |
| Total—for all industries (351) | 166,793 | 1,216,993 | 8,569,578 | $2,716,473,756 | $10,112,808,089 | $35,536,139,648 | $60,710,072,958 | $25,173,933,310 |
| Per Cent, first ten are of all industries | 20% | 33% | 23% | 31% | 29% | 36% | 33% | 29% |

# 1939 TRUCK SPECIFICATIONS

## KEY TO ABBREVIATIONS AND REFERENCE MARKS

### FORMULAS

*(For Transportation Engineering)*

**Miles Per Hour**

$$\text{M.P.H.} = \frac{\text{R.P.M. x D.}}{\text{336 x F.G.R.}}$$

**M.P.H.** = Miles per hour.
**R.P.M.** = Revolutions per minute.
**D.** = Effective tire diameter.
**F.G.R.** = Final gear ratio.

**Grade Ability**

**GA** = TE — RR.
**GA** = Grade ability.
**TE** = Tractive effort.
**RR** = Road resistance —.012 for hard surfaced roads.

**Tractive Effort**

$$\text{TE} = \frac{\text{in lb. torque x F.G.R. x EFF.}}{\text{G.V.W. x R.}}$$

**EFF.** = Efficiency —.90 for all rear axles except worm, then .85.
**R.** = Rolling radius.
**G.V.W.** = Gross vehicle weight.
**in. lb. torque** = 12 x torque in lb. ft.

**Torque in LB. FT.**

**Torque** = .65 x cu. in. displacement (This is approximate and should be used only when actual torque is not known.)
**Cu. In. Displacement**
**D** = B x B x .7854 x S x No. of Cyl.

**AMA Horsepower Rating**

$$\text{AMA H.P.} = \frac{\text{B x B x No. of Cyl.}}{2.5}$$

**D** = Cu. in. displacement.
**B** = Cylinder bore.
**S** = Cylinder stroke.

### GENERAL

**Make and Model**—Only basic models are listed. Variations are available with most manufacturers.

**Tonnage Rating**—Where a spread of ratings is given the maximum ratings are for ideal operating conditions and the minimum for extremely difficult conditions; the ranges between are for varying operating conditions.

**Chassis Price**—Chassis price quoted applies to standard wheelbase with standard tires. All prices are F.O.B. factory.

**Gross Vehicle Weight**—Is chassis weight stripped, plus body and cab weight, plus payload. Gross vehicle weight is based on maximum recommended tire size, not on tires listed as standard.

**Chassis Weight Stripped**—Is weight of standard chassis with standard equipment, with crankcase and cooling system full, and 5 gal. of gasoline in tank. Does not include weight of cab. Exceptions are noted.

**Maximum Tire Size**—Is furnished at extra cost, if the maximum differs from the standard tire size. Dual rears are understood except where otherwise noted.

**Maximum Brake HP. at Given R.P.M.**—Is actual dynamometer reading without accessories.

**Gear Ratio Range in High**—Ratios within the range given are available at no extra cost. Exceptions are noted.

**Tractors**—Unless given the designation N (meaning not available as tractor), all standard models may be assumed to be available as tractors.

**(C)**—Converted Ford or Chevrolet model, identifiable by the engine make listed.

**(D)**—Diesel equipped.

**(N)**—Not available as tractor.

**(T)**—Specifically designed for tractor use only.

**c.f.**—Cab-Forward

**c.o.e.**—Cab-over-engine design.

**e.b.s.**—Engine-between-seat design

**e.u.s.**—Engine-under-seat design.

**(1) Autocar**—Larger service brake areas on rear axles are provided when tires of 24" base are supplied.

**(a)** Price does not include auxiliary axle. Chassis weight includes auxiliary axle complete; area of brake lining and drum area do not include auxiliary rear axle.

**(d)** Models intended for dump or tractor service only.

**(g) Chevrolet**—Governor set not to exceed 45 M.P.H.

**(*) Ford**—5.83 axle ratio also optional at no extra charge. 2-speed axle (ratios of 5.83 and 8.11) optional at extra cost.

**(4) General Motors**—Tire size indicated in column "Maximum Tire Size Furnished" is maximum capacity dual tires recommended for normal operating conditions. AC-300 to AC-851 and AF-300 to AF-850 inclusive are also available for export only as coach chassis. Dual performance rear axles are available on AC-300 to AC-700 and AF-300 to AF-700 inclusive. Double reduction rear axles are available on AC-450 to AC-700 and AF-450 to AF-700 inclusive. GMC "426" engine is available on AC-850 and AF-850.

**(5) International Harvester**—Under certain operating conditions there are furnished optional standard engines in the heavy duty trucks in lieu of those shown under the International specifications. As an example Model D-50 is considered standard with FBB-361 engine. Models D-60 and DR-60 are considered standard with FBB-401 engine. Model DR-70 is considered standard with FBB-450 engine. The above also applies to heavy duty six wheel models.

**(a) Mack**—Weight in Chassis Weight column is shipping weight which includes weight of a chassis of medium standard wheelbase, cab, prevailing tire size, ready for the road.

**(6) Reo**—Also available with four speed transmission and bevel gear rear axle.

**(7) Sterling**—Available with Diesel.

**(•) White**—Tractor rating only.

**(9) Willys**—Advertised list price less Federal tax. Cab Pick-up $530; Cab Stake $545; Panel Delivery $824. Prices, complete with shock absorbers and front and rear bumpers. Standard tires 6.00/16S—4 ply; 6.00/16S—6 ply—optional.

**(10) Indiana**—These models are for Government use and their chassis price depends upon quantity ordered.

**(11) Diamond T**—Weights given in Chassis Weight column are average chassis weights.

**(12) Available**—All models available in c.o.e. design.

**(13) White**—This is special model—price on application.

**(14) Federal**—263 cu. in. engine and 11" clutch available on Models 15 and 75. 404 cu. in. and 428 cu. in. engines available on Model 40. 428 cu. in. engine available on Models 50 and 50H. Oversize or two-speed rear axles available on Models 15, 18, 20, 25, 29, 29H, 40, 75, 80, 85, 89 and 89H. Double reduction rear axles available on Models 20, 25, 29, 29H, 40, 80, 85, 89 and 89H. Two or three-speed auxiliary transmissions available on all models. All above equipment furnished at extra cost.

**(15) La France-Republic** — Chassis weights include cab, water, oil, spare rim or wheel, and approximately five gallons of fuel.

**(16) Marmon-Herrington**—All Model F Units become Model FF if furnished with 95 h.p. Ford engine. Chassis weight increases 20 lbs., and list price increases $25.

### MAKES—ALL

**A LaF**—American La France.
**B**—Bendix. **BL**—Brown-Lipe.
**Bu or Bud**—Buda.
**Cat**—Caterpillar **Cl or Cla**—Clark.
**C or Chev**—Chevrolet.
**Co**—Covert **Con**—Continental.
**Cum**—Cummins-Diesel
**Eat**—Eaton. **Fu**—Fuller.
**F**—Ford.
**Her**—Hercules. **L**—Lockheed.
**LO**—Lockheed front, Own rear
**LW**—Lockheed front, Wisconsin rear.
**Lyc**—Lycoming.
**N.P.**—New Process.
**O or Ow**—Own.
**Op or Opt**—Optional.
**Sal**—Salisbury
**Shu**—Shuler.
**Spi**—Spicer
**T or Tim**—Timken.
**TO**—Timken front, Own rear.
**TW**—Timken-Wisconsin
**TWH**—Timken Wisconsin Herrington
**WG**—Warner Gear.
**WH**—Wisconsin Herrington.
**W-Hes**—Waukesha Hesselman.
**Wau**—Waukesha.
**W or Wis**—Wisconsin
**WO**—Wagner front, Own rear.
**Ws**—Westinghouse.

### BRAKES—SERVICE

#### Location

**2**—Two Wheels, rear only.
**2/4**—Two-wheel brakes effective on all four wheels through driveshaft.
**4**—Four Wheels, front and rear.
**4r**—Four Wheels, rear only.
**6**—Six Wheels, front and rear.

#### Type

**I**—Internal. **X**—External.

#### Operation

**A**—Air.
**D**—Hydraulic and mechanical.
**H**—Hydraulic.
**M**—Mechanical.
**V**—Vacuum.

### BRAKES—HAND

#### Location

**C**—Center of double propeller shaft.
**2**—Rear wheels. **4**—Four wheels.
**6**—Six wheels.
**J**—Jackshaft.
**T**—Transmission.
**F**—Driveshaft.
**P**—Propeller shaft.

#### Type

**D**—Tru-Stop disk.
**I**—Internal. **X**—External.

### BRAKE DRUMS

#### Material

**a**—Cast alloy iron.
**A**—American Car Fdry.
**C**—Centrifuse. **D**—Dayton.
**E**—Ermalite. **F**—Furnace Iron.
**G**—Gunite. **N**—Nickel Iron.
**p**—Pressed steel. **c**—Cast iron.
**s**—Cast steel. **P**—Pressed steel.
(Where a combination of any of the above is used, the first reference mark applies to the front and the second to the rear drums.)

### FRAME

#### Type

**I**—"I" Beam. **C**—Channel.
**T**—Channel tapered front and rear.
**L**—Channel reinforced with liner.
**B**—Channel reinforced with both liner and fishplate.
**P**—Channel reinforced with plate.
**TL**—Channel tapered front and rear reinforced with liner.
**D**—Drop Center.
**Tf**—Tapered front.
**X**—x-Braced.

### GOVERNOR STANDARD

**Y**—Yes. **N**—No

### REAR AXLE

#### Final Drive and Type

**B**—Bevel. **C**—Chain.
**D**—Dead. **F**—Full-floating.
**Hy**—Hypoid **d**—Dual range axle.
**2**—Double Reduction.
**S**—Spiral bevel.
**W**—Worm.
**½**—Semi-floating.
**¾**—Three-quarter floating.
(*) Ratios other than standard at extra cost.
(**) Only one ratio.

#### Drive and Torque

**A**—Radius Rods and Torque Arm.
**H**—Hotchkiss. (springs)
**R**—Radius Rods
**T**—Torque Arm.
**U**—Torque Tube.

### WHEELS DRIVEN

**2F**—Forward unit of Rear Axle Group.
**2R**—Rear Unit of Rear Axle Group.
**4R**—Forward and rear units of Rear Axle Group.
**4F**—Front Axle and Forward unit of Rear Axle Group.
**4FR**—Front axle and rear unit of rear axle group.
**6**— All wheels.

| Line Number | MAKE AND MODEL | GENERAL (See Keynote) | | | | | | TIRE SIZES (D-dual rear S-single rear) | | ENGINE DETAILS | | | | | | | | TRANS-MISSION | | REAR AXLE | | | | FRONT AXLE | BRAKES (SERVICE) | | | | | C-A Dimension (Std. W. B.) | FRAME | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Tonnage Rating | Chassis Price | Standard Wheelbase | Max. W. B. Furnished | Gross Vehicle Weight with Max. Tires | Chassis Wt. (Stripped) | Standard Front and Rear | Maximum Tire Size Furnished | Make and Model | No. of Cylinders, Bore and Stroke | Displacement | Comp. Ratio | Torque lb. ft. | Max. Brake H.P. at R.P.M. Given | Main Bearings Number, Diameter and Length | Governor Standard | Make and Model | Forward Sp'ds | Make and Model | Gear and Type | Drive & Torque | Gear Ratio Range in High | Make and Model | Make Location Type Operat'n | Lining Area | Drum Area | Drum Material | Hand Location Type | | Side Rail Dimensions | Type |
| 1 | Autocar.....(1) A | ...... | 1250 | 139 | 179 | 13500 | 4790 | 6.50/20D | 8.25/20 | Her JXB | 6-3⅝x4¼ | 263 | 5.8 | 184 | 73-2300 | 7-2½x10 11/16 | Y | Cla 185F | 4 | Tim 54412 | SF | H | ** 6.8 | Tim 31007 | L4IHV | 308 | 470 | c | TD | 62½ | 8x2¾x¼ | T |
| 2 | ......B | ...... | 1625 | 139 | 179 | 16000 | 5150 | 6.50/20D | 8.25/20 | Her JXC | 6-3¾x4¼ | 282 | 5.8 | 197 | 78-2300 | 7-2½x10 11/16 | Y | Cla 200VO | 5 | Tim 56410 | SF | H | ** 6.8 | Tim 31008 | L4IHV | 358 | 578 | c | TD | 62½ | 8x2¾x¼ | T |
| 3 | ......(N) RM | ...... | 2280 | 164 | 212 | 18500 | 6715 | 7.50/20D | 9.00/20 | Own 315 | 6-3¾x4¾ | 315 | 5.5 | 210 | 78-2400 | 7-3x12⅝ | Y | Own RL5 | 5 | Own RL | 2F | H | 6.49-7.89 | Tim 32502 | LO4IDV | 466 | 694 | c | 2I | 84 | 8x2¾x¼ | T |
| 4 | ......(N) RL | ...... | 2595 | 164 | 212 | 20000 | 6895 | 8.25/20D | 9.00/20 | Own 358 | 6-4x4¾ | 358 | 5.5 | 250 | 85-2300 | 7-3x12⅝ | Y | Own RL5 | 5 | Own RL | 2F | H | 6.49-7.89 | Tim 32502 | LO4IDV | 466 | 694 | c | 2I | 84 | 8 11/16x3x 7/32 | T |
| 5 | ......RLS | ...... | 3025 | 164 | 200 | 25000 | 7400 | 9.75/20D | 9.75/20 | Own 358 | 6-4x4¾ | 358 | 5.5 | 250 | 85-2300 | 7-3x12⅝ | Y | Own RL5 | 5 | Own DA | 2F | H | 6.49-7.89 | Tim 35000 | LO4IDV | 466 | 694 | c | 2I | 84 | 8 11/16x3x 7/32 | T |
| 6 | ......(N) D | ...... | 3600 | 164 | 182 | 25000 | 7565 | 9.00/20D | 9.75/20 | Own 358 | 6-4x4¾ | 358 | 5.5 | 250 | 85-2300 | 7-3x12⅝ | Y | Own DF5 | 5 | Own DA | 2F | H | 6.49-7.89 | Tim 35000 | LO4IDV | 466 | 694 | c | 2I | 84 | 8 11/16x3x 7/32 | T |
| 7 | ......(N) DF | ...... | 4200 | 164 | 182 | 26500 | 8445 | 9.75/20D | 10.50/20 | Own 404 | 6-4¼x4¾ | 404 | 5.5 | 295 | 97-2200 | 7-3x14⅜ | Y | Own DF5 | 5 | Own DFA | 2F | H | 6.49-7.89 | Tim 35100 | LO4IDV | 580 | 930 | c | 2I | 84 | 8 11/16x3x 7/32 | T |
| 8 | ......(N) N | ...... | 4500 | 164 | 218 | 28000 | 8705 | 9.75/20D | 10.50/20 | Own 404 | 6-4¼x4¾ | 404 | 5.5 | 295 | 97-2200 | 7-3x14⅜ | Y | Own DF5 | 5 | Own N | 2F | H | 7.20-8.57 | Tim 35100 | LO4IDV | 580 | 930 | c | FD | 84 | 9x3x¼ | T |
| 9 | ......(N) NFS | ...... | 5600 | 195 | 195 | 26000 | 10380 | 10.50/20D | 10.50/20 | Own 404 | 6-4¼x4¾ | 404 | 5.5 | 295 | 97-2200 | 7-3x14⅜ | Y | Own DF5 | 5 | Own TF | 2F | H | 7.20-8.57 | Tim 26450 | LO4IDV | 580 | 930 | c | FD | 119½ | 9x3x¼ | T |
| 10 | ......(N) NF | ...... | 5100 | 164 | 218 | 29500 | 9735 | 10.50/20D | 10.50/24 | Own 453 | 6-4½x4¾ | 453 | 5.5 | 335 | 108-2200 | 7-3x 4⅜ | Y | Own TF5 | 5 | Own TF | 2F | H | 7.20-8.57 | Tim 35100 | LO4IDV | 580 | 930 | c | FD | 84 | 10¾x3x¼ | T |
| 11 | ......(N) CE | ...... | 6000 | 172 | 203 | 30000 | 10300 | 36x7 | 36x7 | Own 453 | 6-4½x4¾ | 453 | 5.5 | 333 | 108-2200 | 7-3x14⅜ | Y | Own TF4 | 4 | Own C | 2F | R | 7.20-9.43 | Own SCH | O2IMV | 502 | 930 | c | FD | 88½ | 9x3x¼ | T |
| 12 | ......(N) TS | ...... | 6600 | 204 | 204 | 29740 | 11404 | 10.50/24D | 10.50/24 | Own 453 | 6-4½x4¾ | 453 | 5.5 | 333 | 108-2200 | 7-3x14⅜ | Y | Own TF4 | 4 | Own TG | 2F | H | 7.20-8.68 | Tim 26452 | TO4IA | 659 | 1051 | c | FD | 129 | 10½x3x 5/16 | P |
| 13 | ......(N) T | ...... | 5850 | 182 | 218 | 36000 | 10485 | 10.50/20D | 11.25/24 | Own 501 | 6-4½x5¼ | 501 | 5.5 | 375 | 123-2200 | 7-3¼x14 11/16 | Y | Own TF5 | 5 | Own TG | 2F | H | 7.20-8.68 | Tim 26452 | TO4IA | 631 | 930 | c | FD | 102 | 10¾x3x¼ | T |
| 14 | ......(T) RMT | ...... | 2490 | 142 | 164 | 28000 | 6835 | 8.25/20D | 9.00/20 | Own 315 | 6-3¾x4¾ | 315 | 5.5 | 210 | 78-2400 | 7-3x12⅝ | Y | Own RL5 | 5 | Own RL | 2F | H | 6.49-7.89 | Tim 32502 | LO4IDV | 466 | 694 | c | 2I | 62 | 8x2¾x¼ | T |
| 15 | ......(T) 1TR | ...... | 2730 | 142 | 164 | 32000 | 6875 | 8.25/20D | 9.00/20 | Own 358 | 6-4x4¾ | 358 | 5.5 | 250 | 85-2300 | 7-3x12⅝ | Y | Own RL5 | 5 | Own RL | 2F | H | 6.49-7.89 | Tim 32502 | LO4IDV | 466 | 694 | c | 2I | 62 | 8 11/16x3x 7/32 | T |
| 16 | ......(T) 2TR | ...... | 4100 | 142 | 164 | 36000 | 7805 | 9.00/20D | 9.75/20 | Own 404 | 6-4¼x4¾ | 404 | 5.5 | 295 | 97-2200 | 7-3x14⅜ | Y | Own DF5 | 5 | Own N | 2F | H | 6.49-7.89 | Tim 32502 | LO4IDV | 567 | 831 | c | 2I | 62 | 8 11/16x3x 7/32 | T |
| 17 | ......(T) 3TR | ...... | 4800 | 148 | 164 | 40000 | 8375 | 9.75/20D | 10.50/20 | Own 453 | 6-4½x4¾ | 453 | 5.5 | 333 | 108-2200 | 7-3x14⅜ | Y | Own DF5 | 5 | Own TF | 2F | H | 7.20-8.57 | Tim 32502 | LO4IDV | 567 | 831 | c | FD | 68 | 8 11/16x3x 7/32 | T |
| 18 | ......(T) 4TR | ...... | 4950 | 148 | 164 | 45000 | 9265 | 9.75/20D | 10.50/20 | Own 453 | 6-4½x4¾ | 453 | 5.5 | 333 | 108-2200 | 7-3x14⅜ | Y | Own TF5 | 5 | Own TF | 2F | H | 7.20-8.57 | Tim 35000 | LO4IDV | 567 | 831 | c | FD | 68 | 8 11/16x3x 7/32 | T |
| 19 | ......(T) 5TR | ...... | 5700 | 148 | 164 | 50000 | 9655 | 10.50/20D | 10.50/24 | Own 501 | 6-4½x5¼ | 501 | 5.5 | 375 | 123-2200 | 7-3¼x14 11/16 | Y | Own TF5 | 5 | Own TG | 2F | H | 7.20-8.68 | Tim 35100 | TO4IA | 580 | 930 | c | FD | 68 | 9x3x¼ | T |
| 20 | ......(d) RLD | ...... | 2595 | 148 | 148 | 16000 | 6785 | 8.25/20D | 9.00/20 | Own 358 | 6-4x4¾ | 358 | 5.5 | 250 | 85-2300 | 7-3x12⅝ | Y | Own RL5 | 5 | Own RL | 2F | H | 6.49-7.89 | Tim 32502 | LO4IDV | 466 | 694 | c | 2I | 68 | 8 11/16x3x 7/32 | T |
| 21 | ......(d) DP | ...... | 3750 | 148 | 164 | 18000 | 7635 | 9.00/20D | 9.00/20 | Own 358 | 6-4x4¾ | 358 | 5.5 | 250 | 85-2300 | 7-3x12⅝ | Y | Own DF5 | 5 | Own DFA | 2F | H | 7.13-7.89 | Tim 35000 | LO4IDV | 567 | 831 | c | 2I | 68 | 8 11/16x3x 7/32 | T |
| 22 | ......(d) DH | ...... | 4550 | 148 | 164 | 23000 | 8535 | 9.75/20D | 9.75/20 | Own 404 | 6-4¼x4¾ | 404 | 5.5 | 295 | 97-2200 | 7-3x14⅜ | Y | Own DF5 | 5 | Own TF | 2F | H | 7.20-8.57 | Tim 35100 | LO4IDV | 580 | 930 | c | 2I | 68 | 9x3x¼ | T |
| 23 | ......(d) S | ...... | 5750 | 170 | 170 | 30000 | 10025 | 10.50/20D | 10.50/24 | Own 453 | 6-4½x4¾ | 453 | 5.5 | 333 | 108-2200 | 7-3x14⅜ | Y | OwTF4-A3 | 12 | Own CGA | 2F | H | 7.69-8.52 | Tim 26452 | LO4IDV | 580 | 930 | c | FD | 90 | 10⅜x3x¼ | T |
| 24 | ......(d) C | ...... | 6650 | 170 | 170 | 44000 | 11385 | 10.50/24D | 11.25/24 | Own 501 | 6-4½x5¼ | 501 | 5.5 | 375 | 123-2200 | 7-3¼x14 11/16 | Y | OwTF4-A3 | 12 | Tim 79733 | 2F | H | 8.59-10.12 | Tim 27452 | LT4IDV | 688 | 1050 | c | FD | 90 | 10⅜x3x 5/16 | T |
| 25 | ......(c.o.e.) UA | ...... | 1250 | 84 | 142 | 13500 | 4740 | 6.50/20D | 8.25/20 | Her JXB | 6-3⅝x4¼ | 263 | 5.8 | 184 | 73-2300 | 7-2½x10 11/16 | Y | Cla 185F | 4 | Tim 54412 | SF | H | ** 6.8 | Tim 31008 | L4IHV | 358 | 578 | c | TD | 62 | 8x2¾x¼ | T |
| 26 | ......(c.o.e.) UB | ...... | 1690 | 84 | 142 | 16000 | 5290 | 7.00/20D | 8.25/20 | Her JXC | 6-3¾x4¼ | 282 | 5.8 | 197 | 78-2300 | 7-2½x10 11/16 | Y | Cla 200VO | 5 | Tim 56410 | SF | H | ** 6.8 | Tim 32502 | L4IHV | 358 | 578 | c | TD | 62 | 8x2¾x¼ | T |
| 27 | e.u.s. (N) UD | ...... | 3800 | 109 | 145 | 25000 | 7950 | 9.00/20D | 9.75/20 | Own 358 | 6-4x4¾ | 358 | 5.5 | 250 | 85-2300 | 7-3x12⅝ | Y | Own UDF5 | 5 | Own DA | 2F | H | 6.49-7.89 | Tim 35100 | LO4IDV | 466 | 694 | c | 2I | 84¼ | 8x3x¼ | T |
| 28 | e.u.s. (N) UDF | ...... | 4550 | 109 | 145 | 26500 | 8540 | 9.75/20D | 10.50/20 | Own 404 | 6-4¼x4¾ | 404 | 5.5 | 295 | 97-2200 | 7-3x14⅜ | Y | Own UDF5 | 5 | Own DFA | 2F | H | 6.49-7.89 | Tim 26452 | LO4IDV | 580 | 930 | c | 2I | 84¼ | 8x3x¼ | T |
| 29 | e.u.s. (N) UN | ...... | 5000 | 109 | 163 | 28000 | 9070 | 9.75/20D | 10.50/20 | Own 404 | 6-4¼x4¾ | 404 | 5.5 | 295 | 97-2200 | 7-3x14⅜ | Y | Own UDF5 | 5 | Own C & N | 2F | H | 7.20-8.57 | Tim 26452 | LO4IDV | 580 | 930 | c | FD | 84¼ | 8x3x¼ | T |
| 30 | e.u.s. (N) UNFS | ...... | 5600 | 145 | 145 | 27000 | 9585 | 10.50/20D | 10.50/20 | Own 404 | 6-4¼x4¾ | 404 | 5.5 | 295 | 97-2200 | 7-3x14⅜ | Y | Own UDF4 | 4 | Own TF | 2F | H | 7.20-8.57 | Tim 26452 | B4IMV | 637 | 930 | c | FD | 120¼ | 9x3x¼ | P |
| 31 | e.u.s. (N) UNF | ...... | 5400 | 128 | 163 | 29500 | 9780 | 10.50/20D | 10.50/24 | Own 453 | 6-4½x4¾ | 453 | 5.5 | 333 | 108-2200 | 7-3x14⅜ | Y | Own UTF5 | 5 | Own TF | 2F | H | 7.20-8.57 | Tim 26452 | LO4IMV | 580 | 930 | c | FD | 103¼ | 9x3x¼ | T |
| 32 | e.u.s. (N) UTS | ...... | 6600 | 145 | 145 | 29900 | 10927 | 10.50/24D | 10.50/24 | Own 453 | 6-4½x4¾ | 453 | 5.5 | 333 | 108-2200 | 7-3x14⅜ | Y | Own UTF4 | 4 | Own TG | 2F | H | 7.20-8.68 | Tim 26452 | TO4IA | 631 | 930 | c | FD | 120¼ | 9x3x¼ | P |
| 33 | e.u.s. (N) UT | ...... | 5900 | 128 | 163 | 36000 | 10440 | 10.50/20D | 10.50/24 | Own 501 | 6-4½x5¼ | 501 | 5.5 | 375 | 123-2200 | 7-3¼x14 11/16 | Y | Own UTF5 | 5 | Own TG | 2F | H | 7.20-8.68 | Tim 26452 | TO4IA | 631 | 930 | c | FD | 103¼ | 10½x3x 5/16 | T |
| 34 | e.u.s. (T) 1UTR | ...... | 3850 | 98 | 109 | 32000 | 7140 | 8.25/20D | 9.75/20 | Own 358 | 6-4x4¾ | 358 | 5.5 | 250 | 85-2300 | 7-3x12⅝ | Y | Own UDF5 | 5 | Own DA | 2F | H | 6.49-7.89 | Tim 35000 | LO4IDV | 466 | 694 | c | 2I | 73¼ | 8x3x¼ | T |
| 35 | e.u.s. (T) 2UTR | ...... | 4650 | 98 | 109 | 36000 | 8750 | 9.00/20D | 9.75/20 | Own 404 | 6-4¼x4¾ | 404 | 5.5 | 295 | 97-2200 | 7-3x14⅜ | Y | Own UDF5 | 5 | Own C | 2F | H | 7.20-9.43 | Tim 35000 | LO4IDV | 567 | 831 | c | 2I | 73¼ | 8x3x¼ | T |
| 36 | e.u.s. (T) 3UTR | ...... | 5200 | 98 | 109 | 40000 | 8900 | 9.75/20D | 10.50/20 | Own 453 | 6-4½x4¾ | 453 | 5.5 | 333 | 108-2200 | 7-3x14⅜ | Y | Own UDF5 | 5 | Own C | 2F | H | 7.20-9.43 | Tim 35000 | LO4IDV | 567 | 831 | c | FD | 73¼ | 8x3x¼ | T |
| 37 | e.u.s. (T) 4UTR | ...... | 5450 | 98 | 109 | 45000 | 9200 | 9.75/20D | 10.50/20 | Own 453 | 6-4½x4¾ | 453 | 5.5 | 333 | 108-2200 | 7-3x14⅜ | Y | Own UTF5 | 5 | Own C | 2F | H | 7.20-9.43 | Tim 26452 | LO4IDV | 580 | 930 | c | FD | 73¼ | 8x3x¼ | T |
| 38 | e.u.s. (T) 5UTR | ...... | 5900 | 98 | 109 | 50000 | 9790 | 10.50/20D | 10.50/24 | Own 501 | 6-4½x5¼ | 501 | 5.5 | 375 | 123-2200 | 7-3¼x14 11/16 | Y | Own UTF5 | 5 | Own CG | 2F | H | 7.69-8.52 | Tim 26452 | TO4IA | 631 | 930 | c | FD | 73¼ | 9x3x¼ | T |
| 39 | e.u.s. (d) UDP | ...... | 4400 | 100 | 100 | 23000 | 8410 | 9.00/20D | 9.75/20 | Own 358 | 6-4x4¾ | 358 | 5.5 | 250 | 85-2300 | 7-3x12⅝ | Y | Own UDF5 | 5 | Own C | 2F | H | 7.20-9.43 | Tim 26452 | LO4IDV | 580 | 930 | c | 2I | 75¼ | 8x3x¼ | T |
| 40 | e.u.s. (d) US | ...... | 5850 | 120 | 120 | 31000 | 10240 | 10.50/20D | 10.50/24 | Own 453 | 6-4½x4¾ | 453 | 5.5 | 333 | 108-2200 | 7-3x14⅜ | Y | Fu | 5 | Own CGA | 2F | H | 7.69-8.52 | Tim 26452 | LO4IDV | 580 | 930 | c | FD | 95¼ | 9x3x¼ | T |
| 41 | Avail- (12) P-105 | ¾-1 | 1035 | Op | Op | 8500 | 2425 | 6.50/18S | 6.50/20 | Wau FC | 4-3¼x4 | 133 | 5.8 | 98 | 36-2800 | 3-2¼x4⅛ | N | WG T9 | 4 | Tim 53508 | SF | H | **-6.6 | Tim 30000H | L4IH | 266 | 427 | a | TX | Opt | 4x2x¼ | T |
| 42 | able......X-110 | 1½-4 | 1385 | Op | Op | 11500 | 3600 | 6.50/20D | 7.50/20 | Wau ZKA | 6-3⅜x4¼ | 221 | 5.6 | 154 | 66-2900 | 4-2⅜x5⅝ | N | WG T9 | 4 | Tim 53508 | SF | H | **-6.6 | Tim 30000H | L4IH | 266 | 427 | a | TX | Opt | 8x3x¼ | T |
| 43 | ......X-120 | 2-4½ | 1575 | Op | Op | 12500 | 4000 | 6.50/20D | 7.50/20 | Wau ZKA | 6-3⅜x4¼ | 221 | 5.6 | 154 | 66-2900 | 4-2⅜x5⅝ | N | WG T9 | 4 | Tim 53308 | SF | H | **-6.6 | Tim 30000H | L4IH | 303 | 503 | a | TX | Opt | 10x3x¼ | T |
| 44 | ......X-140 | 2-5 | 1640 | Op | Op | 14000 | 4300 | 7.00/20D | 7.00/20 | Wau BL | 6-3⅜x4½ | 245 | 5.7 | 165 | 73-3000 | 7-2⅜x10¼ | N | WG T9 | 4 | Tim 53308 | SF | H | **-6.6 | Tim 31000H | L4IH | 303 | 503 | a | TX | Opt | 10x3x¼ | T |
| 45 | ......X-170 | 2½-5½ | 1840 | Op | Op | 16000 | 4800 | 7.50/20D | 8.25/20 | Wau BM | 6-3⅝x4¼ | 263 | 5.4 | 165 | 78-3100 | 7-2⅜x10¼ | N | WG T9 | 4 | Tim 54411 | SF | H | **-6.8 | Tim 31000H | L4IH | 330 | 582 | a | TX | Opt | 10x3x¼ | T |
| 46 | ......X-220 | 3-6 | 1930 | Op | Op | 17000 | 4850 | 7.50/20D | 8.25/20 | Wau BK | 6-3¾x4¼ | 282 | 5.4 | 188 | 85-3200 | 7-2⅜x10¼ | Y | Spi 2341 | 4 | Tim 54411 | SF | H | **-6.8 | Tim 32502H | L4IH | 330 | 582 | a | TX | Opt | 10x3x¼ | T |
| 47 | ......X-250 | 3½-7 | 2230 | Op | Op | 19000 | 5500 | 8.25/20D | 9.00/20 | Wau BZ | 6-4x4¼ | 320 | 5.7 | 210 | 86-2800 | 7-2⅝x10¼ | N | Spi 2341 | 4 | Tim 56410 | SF | R | **-7.4 | Tim 32502H | L4IH | 330 | 582 | a | TX | Opt | 12x3x¼ | T |
| 48 | ......X-280 | 4-8 | 2600 | Op | Op | 21000 | 6200 | 9.00/20D | 9.00/20 | Wau BZ | 6-4x4¼ | 320 | 5.7 | 210 | 86-2800 | 7-2⅝x10¼ | N | Fu 5A330 | 5 | Tim 58305 | SF | R | **-7.8 | Tim 33000A | L4IH | 376 | 660 | a | TX | Opt | 12x3x¼ | T |
| 49 | ......X-310 | 4½-8 | 3050 | Op | Op | 21000 | 7000 | 9.00/20D | 9.75/20 | Wau MZR | 6-4¼x4¾ | 404 | 5.7 | 285 | 96-2400 | 7-2⅝x12½ | Y | Fu 5-A-430 | 5 | Tim 58305 | SF | R | **-7.8 | Tim 33000H | L4IH | 376 | 660 | a | TD | Opt | 12x3x¼ | T |
| 50 | ......X-410 | 5-10 | 3940 | Op | Op | 26500 | 8200 | 9.75/20D | 9.75/20 | Wau SRKR | 6-4⅝x5⅛ | 517 | 5.0 | 365 | 126-2300 | 7-3x13⅞ | Y | Fu 5-A-620 | 5 | Tim 65725H | WF | R | **-8.50 | Tim 35000H | L4IHV | 462 | 768 | a | TD | Opt | 14x3x 5/16 | T |
| 51 | Bantam.......... | ¼ | 349 | 75 | 75 | 1700 | 850 | 5.00/15S | ........ | Own | 4-2.2x3 | 45 | 6.1 | ... | 20-4000 | 2-2½x2½ | N | WG | 3 | Spi | S | H | **-5.87 | Spi 10 | O4IM | 76 | 104 | P | 4I | 75 | 8x2 5/16x.109 | .... |
| 52 | Brockway......78 | 1½-2 | 895 | 138 | 164 | ..... | 3965 | 6.00/20D | 32x6 | Con 24B | 6-3 3/16x4⅜ | 210 | 5.7 | 154 | 71-3100 | 4-2¼x6 | N | WG T9 | 4 | Tim 53521H | SF | H | 5.66-6.6 | Tim 30000H | L4IH | 255 | 402 | a | TX | 65 5/16 | 7 11/16x3x 7/32 | T |
| 53 | ......83 | 1½-2½ | 1195 | 138 | 170 | ..... | 4100 | 6.50/20D | 7.50/20 | Con 25B | 6-3 7/16x4⅜ | 244 | 5.7 | 171 | 84-3250 | 4-2⅜x6⅜ | N | WG T9 | 4 | Tim 53521H | SF | H | 5.66-6.6 | Tim 30000H | L4IHV | 255 | 402 | a | TX | 65 5/16 | 7 11/16x3x 7/32 | T |
| 54 | ......87 | 2-2½ | 1240 | 144 | 176 | ..... | 4435 | 6.50/20D | 7.50/20 | Con 28B | 6-3⅜x4⅝ | 248 | 5.7 | 170 | 78-3100 | 7-2⅜x10 3/32 | N | WG T9 | 4 | Tim 53521H | SF | H | 5.66-6.6 | Tim 30000H | L4IHV | 255 | 402 | a | TX | 71 5/16 | 7 11/16x3x 7/32 | T |
| 55 | ......88 | 1½-3 | 1290 | 150 | 176 | ..... | 4500 | 6.50/20D | 7.50/20 | Con 25B | 6-3 7/16x4⅜ | 244 | 5.7 | 171 | 84-3250 | 4-2⅜x6⅜ | N | WG T9 | 4 | Tim 53307H | SF | H | 6.2 -6.8 | Tim 30000H | L4IHV | 310 | 477 | a | TX | 71 5/16 | 7 11/16x3x 7/32 | T |
| 56 | ......90X | 2½-3 | 1470 | 150 | 176 | ..... | 4635 | 7.00/20D | 34x7 | Con 28B | 6-3⅜x4⅝ | 248 | 5.3 | 170 | 78-3100 | 7-2⅜x10 3/32 | N | WG T9 | 4 | Tim 53307H | SF | H | 5.83-6.8 | Tim 31000H | L4IHV | 302 | 528 | a | TX | 77 5/16 | 7 11/16x3x 7/32 | T |
| 57 | ......92 | 1½-4 | 1560 | 150 | 188 | ..... | 4700 | 7.00/20D | 8.25/20 | Con 25B | 6-3 7/16x4⅜ | 244 | 5.7 | 171 | 84-3250 | 4-2⅜x6⅜ | N | WG T9 | 4 | Tim 54411H | SF | H | 5.83-6.8 | Tim 31000H | L4IHV | 329 | 580 | a | CD | 83 5/16 | 8x3x¼ | T |
| 58 | ......94 | 1½-5 | 1850 | 156 | 188 | ..... | 5050 | 7.50/20D | 8.25/20 | Con 25B | 6-3 7/16x4⅜ | 244 | 5.7 | 171 | 84-3250 | 4-2⅜x6⅜ | N | BL B341 | 4 | Tim 56410H | SF | H | 6.16-7.4 | Tim 31000H | L4IHV | 329 | 580 | a | CD | 83 5/16 | 8x3x¼ | T |
| 59 | ......96 | 2½-3 | 1740 | 156 | 176 | ..... | 5150 | 7.00/20D | 8.25/20 | Con 29B | 6-3 11/16x4½ | 288 | 5.4 | 192 | 78-2650 | 7-2⅝x13 | N | BL B341 | 4 | Tim 53307H | SF | H | 5.83-6.8 | Tim 31000H | L4IHV | 302 | 528 | a | CD | 83 5/16 | 7 11/16x3x 7/32 | T |
| 60 | ......110 | 3 | 1900 | 156 | 188 | ..... | 5490 | 7.50/20D | 8.25/20 | Con 29B | 6-3 11/16x4½ | 288 | 5.4 | 192 | 78-2650 | 7-2⅝x13 | N | BL B341 | 4 | Tim 54411H | SF | H | 5.83-6.8 | Tim 31000H | L4IHV | 329 | 580 | a | CD | 83 5/16 | 8x3x¼ | T |
| 61 | ......112 | 3 | 1710 | 150 | 188 | ..... | ..... | 7.00/20D | 8.25/20 | Con 38B | 6-3¾x4⅜ | 290 | 5.6 | 205 | 87-2800 | 7-2⅝x12 | N | BL B341 | 4 | Tim 54411H | SF | H | 5.83-6.8 | Tim 31000H | L4IHV | 329 | 580 | a | CD | 77 5/16 | 8x3x¼ | T |
| 62 | ......125X | 3 | 2075 | 164 | 188 | ..... | 5570 | 7.50/20D | 8.25/20 | Con 31B | 6-3⅞x4½ | 318 | 5.5 | 214 | 86-2600 | 7-2⅝x13 | N | BL B341 | 4 | Tim 54411H | SF | H | 5.83-6.8 | Tim 31000H | L4IHV | 329 | 580 | a | CD | 91 5/16 | 8x3x¼ | T |
| 63 | ......128 | 3½-4 | 1950 | 156 | 188 | ..... | ..... | 7.50/20D | 8.25/20 | Con 38B | 6-3¾x4⅜ | 290 | 5.6 | 205 | 87-2800 | 7-2⅝x12 | N | BL B341 | 4 | Tim 56410H | SF | H | 5.71-7.4 | Tim 31000H | L4IHV | 329 | 580 | a | CD | 83 5/16 | 8x3x¼ | T |
| 64 | ......130 | 3½-4 | 2245 | 164 | 206 | ..... | 6270 | 8.25/20D | 9.00/20 | Con 29B | 6-3 11/16x4½ | 288 | 5.4 | 192 | 78-2650 | 7-2⅝x13 | N | BL B341 | 4 | Tim 56410H | SF | R | 6.16-7.4 | Tim 32505H | L4IHV | 329 | 580 | a | CD | 91 5/16 | 8x3x¼ | T |
| 65 | ......145 | 3½-4 | 2385 | 176 | 206 | ..... | 6390 | 8.25/20D | 9.00/20 | Con 31B | 6-3⅞x4½ | 318 | 5.5 | 214 | 86-2600 | 7-2⅝x13 | N | BL B341 | 4 | Tim 56410H | SF | R | 6.16-7.4 | Tim 32505H | L4IH | 329 | 580 | a | CD | 103 5/16 | 8x3x¼ | T |
| 66 | ......150X-4 | 4 | 2680 | 176 | 206 | ..... | 6520 | 8.25/20D | 9.00/20 | Con 32B | 6-4⅛x4½ | 361 | 5.4 | 252 | 95-2500 | 7-2⅝x13 | Y | BL 3241 | 4 | Tim 56410H | SF | R | 5.71-7.4 | Tim 32505H | L4IHV | 329 | 580 | a | CD | 103 5/16 | 8x3x¼ | T |
| 67 | ......150X-5 | 4 | 2710 | 176 | 206 | ..... | 6570 | 8.25/20D | 9.00/20 | Con 32B | 6-4⅛x4½ | 361 | 5.4 | 252 | 95-2500 | 7-2⅝x13 | Y | Fu 5-A-43 | 5 | Tim 56410H | SF | R | 5.71-7.4 | Tim 32505H | L4IHV | 329 | 580 | a | CD | 103 5/16 | 8x3x¼ | T |
| 68 | ......120 | 2½-3 | 2260 | 156 | 188 | ..... | 5800 | 7.50/20D | 8.25/20 | Con 30B | 6-4x4⅛ | 311 | 4.2 | 203 | 85-2500 | 7-2¾x13 1/16 | N | BL 314 | 4 | Tim 54300H | SF | H | 4.86-5.83 | Tim 32505H | L4IHV | 329 | 580 | a | CD | 69 | 8x3x¼ | T |
| 69 | ......140 | 3-3½ | 2850 | 156 | 206 | ..... | 6385 | 8.25/20D | 9.00/20 | Con 30B | 6-4x4⅛ | 311 | 4.2 | 203 | 85-2500 | 7-2¾x13 1/16 | Y | BL 314 | 4 | Wis 5000L | 2F | R | 6.00-7.35 | Tim 32505H | L4IHV | 329 | 580 | a | CD | 69 | 8x3x¼ | T |
| 70 | ......141 | 3½-4 | 3355 | 170 | 200 | ..... | 7450 | 9.00/20D | 9.75/22 | Con 30B | 6-4x4⅛ | 311 | 4.2 | 203 | 85-2500 | 7-2¾x13 1/16 | Y | BL 314 | 4 | Wis 72000 | 2F | R | 6.28-8.00 | Shu 15685B1 | L4IHV | 396 | 663 | a | CD | 83 | 8x3x¼ | T |
| 71 | ......130-PS | 4-4½ | 2525 | 164 | 206 | ..... | 6250 | 34x7D | 9.00/20 | Con 29-B | 6-3 11/16x4½ | 288 | 5.4 | 192 | 78-2650 | 7-2⅝x13 | N | Fu 5-A-43 | 5 | Tim 56200H | SF | R | 6.16-7.4 | Tim 32505H | L4IHV | 329 | 580 | a | CD | 91 5/16 | 8x3x¼ | B |
| 72 | ......160X | 4-5 | 3295 | 153 | 219 | ..... | 7350 | 9.00/20D | 9.75/22 | Con 32B | 6-4⅛x4½ | 361 | 5.4 | 252 | 95-2500 | 7-2⅝x13 | Y | Fu 5-A-43 | 5 | Tim 58205H | SF | R | 6.14-7.8 | Shu 15685B1 | L4IHV | 396 | 663 | a | CD | 83 5/16 | 8⅛x3x 5/16 | T |
| 73 | ......170X | 4-5 | 3640 | 153 | 219 | ..... | 7960 | 9.00/20D | 9.75/22 | Con 33B | 6-4⅛x4¾ | 381 | 4.4 | 276 | 106-2600 | 7-2¾x13 1/16 | Y | Fu 5-A-62 | 5 | Wis 72000L | 2F | R | 5.00-8.40 | Shu 15685B1 | L4IHV | 396 | 663 | a | CD | 83 5/16 | 8⅛x3x 5/16 | T |
| 74 | ......165X | 5-7 | 3795 | 153 | 219 | ..... | 8150 | 9.75/20D | 10.50/22 | Con 32B | 6-4⅛x4½ | 361 | 5.4 | 252 | 95-2500 | 7-2⅝x13 | Y | Fu 5-A-43 | 4 | Wis 1337BH | 2F | R | 5.63-8.59 | Shu 15685B1 | L4IHV | 484 | 772 | a | CD | 83 5/16 | 8¼x3x⅜ | T |
| 75 | ......175X | 5-7½ | 4290 | 153 | 219 | ..... | 8550 | 9.00/20D | 10.50/22 | Con 34B | 6-4⅜x4¾ | 427 | 4.2 | 308 | 118-2600 | 7-2¾x13 1/16 | Y | Fu 5-A-62 | 5 | Wis 1337BH | 2F | R | 5.63-8.59 | Shu 15685B1 | L4IHV | 484 | 772 | a | CD | 83 5/16 | 8¼x3x⅜ | T |
| 76 | ......195X | 5-7½ | 4230 | 153 | 219 | ..... | 8650 | 9.75/20D | 10.50/22 | Con 33B | 6-4⅛x4¾ | 381 | 4.4 | 376 | 106-2600 | 7-2¾x13 1/16 | Y | Fu 5-A-62 | 5 | Wis 1337BH | 2F | R | 5.63-8.59 | Shu 15685B1 | L4IHV | 484 | 772 | a | CD | 83 5/16 | 8¼x3x⅜ | T |
| 77 | ......220X | 7½-10 | 4930 | 153 | 219 | ..... | 9050 | 10.50/20D | 11.25/24 | Con 34B | 6-4⅜x4¾ | 427 | 4.2 | 308 | 118-2600 | 7-2¾x13 1/16 | Y | Fu 5-A-62 | 5 | Wis 1757H | 2F | R | 6.42-8.5 | Shu 15685B1 | L4IHV | 531 | 899 | a | CD | 83 5/16 | 8¼x3x⅜ | T |
| 78 | ......240X | 6-7½ | 5130 | 153 | 219 | ..... | 8590 | 9.75/20D | 10.50/24 | Con 35B | 6-4½x5¼ | 501 | 4.3 | 364 | 135-2200 | 7-2¾x13 1/16 | Y | Fu 5-A-62 | 5 | Wis 1337BH | 2F | R | 5.63-8.59 | Shu 15685B1 | L4IHV | 484 | 772 | a | CD | 83 5/16 | 8¼x3x⅜ | T |
| 79 | ......260X | 10 | 6030 | 195 | 219 | ..... | 9720 | 10.50/22D | 11.25/24 | Con 35B | 6-4½x5¼ | 501 | 4.3 | 364 | 135-2200 | 7-2¾x13 1/16 | Y | Fu MHU | 4 | Wis 1757H | 2F | R | 6.42-8.5 | Shu 15695B1 | L4IHV | 531 | 899 | a | CD | 125 5/16 | 8¼x3x⅜ | T |
| 80 | ......260S | 10 | 6380 | 195 | 219 | ..... | 10000 | 10.50/24D | 11.25/24 | Con 35B | 6-4½x5¼ | 501 | 4.3 | 364 | 135-2200 | 7-2¾x13 1/16 | Y | Fu MHU | 4 | Wis 1757H | 2F | R | 6.42-8.5 | Shu 15695B1 | Lw4IDV | 600 | 899 | a | CD | 125 5/16 | 8¼x3x⅜ | B |
| 81 | ......V-1200 | 15 | 10500 | 156 | 240 | ..... | 12400 | 11.25/22D | 11.25/24 | A LaF V12 | 12-4x5 | 753 | 5.1 | 505 | 240-2800 | 4-3½x9¼ | Y | BL 7351 | 5 | Wis 1910W | 2F | R | 7.16-10.0 | Tim 27452A1 | Ws4IA | 560 | 867 | a | CD | 68 | 10x3x 5/16 | T |
| 82 | Chev- (x) Mas. JC | ½ | 450 | 113 | 113 | °4600 | 2240 | 6.00/16S | 15-6 | Own | 6-3½x3¾ | 216 | 6.2 | 170 | 78-3200 | 4-2¾x5 1/16 | N | Own | 3 | Own | S½ | U | 4.11-3.82§ | Own | O4IH | 158 | 288 | a | 2I | 38¼ | 5¾x2¼x 3/16 | C |
| 83 | rolet (x) Mas. JD | ¾ | 528 | 123 | 123 | 5200 | 2415 | 15-6S | 15-6 | Own | 6-3½x3¾ | 216 | 6.2 | 170 | 78-3200 | 4-2¾x5 1/16 | N | Own | 3 | Own | S½ | U | **-4.11 | Own | O4IH | 158 | 288 | a | 2I | 48¼ | 5 11/16x2¼x 3/16 | C |

(x) Delivered at Factory Price. Includes all Federal Taxes but does not include any state and/or local taxes. Chevrolet (°)—Export rating 4816 lbs. § For use with economy engine at extra cost.

| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 84 | ....(x) Mas. JE | ¾ | 570 | 123 | 123 | 5800 | 2570 | 7.00/17S | 7.50/17S | Own | 6-3½x3¾ | 216 | 6.2 | 170 | 78-3200 | 4-2¾x5 1/16 | N | Own | 3 | Own | S½ | U | **-4.11 | Own | O4IH | 194 | 353 | a | 2I | 48¼ | 5 11/16x2¼x 3/16 | C |
| 85 | ....(x) Mas. VA | 1 | 552 | 133 | 133 | 6700 | 3020 | 6.00/20S | 6.00/20S | Own | 6-3½x3¾ | 216 | 6.2 | 170 | 78-3200 | 4-2¾x5 1/16 | N | Own | 4 | Own | SF | U | 5.43-6.17 | Own | O4IH | 330 | 532 | P | 2I | 57¾ | 7x2⅜x 7/32 | C |

(x) Delivered at Factory Price. Includes all Federal Taxes but does not include any state and/or local taxes. Chevrolet (°)—Export rating 4816 lbs. § For use with economy engine at extra cost.

| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 84 | ....(x) Mas. JE | ¾ | 570 | 123 | 123 | 5800 | 2570 | 7.00/17S | 7.50/17S | Own | 6-3½x3¾ | 216 | 6.2 | 170 | 78-3200 | 4-2¾x5 1/16 | N | Own | 3 | Own | S½ | U | **-4.11 | Own | O4IH | 194 | 353 | a | 2I | 48¼ | 5¾x2¼x 3/16 | C |
| 85 | .....(x) Mas.VA | 1 | 552 | 133 | 133 | 6700 | 3020 | 6.00/20S | 6.00/20S | Own | 6-3½x3¾ | 216 | 6.2 | 170 | 78-3200 | 4-2¾x5 1/16 | N | Own | 4 | Own | SF | U | 5.43-6.17 | Own | O4IH | 330 | 532 | P | 2I | 57¾ | 7x2⅜x 7/32 | C |
| 86 | ▲...(x) Mas.VA | 1½ | 568 | 133 | 133 | 7700 | 3050 | 6.00/20S | 32x6Sa | Own | 6-3½x3¾ | 216 | 6.2 | 170 | 78-3200 | 4-2¾x5 1/16 | N | Own | 4 | Own | SF | U | 5.43-6.17 | Own | O4IH | 330 | 537 | P | 2I | 57¾ | 7x2⅜x 7/32 | C |
| 87 | ●....(x) Mas.VB | 1½ | 590 | 133 | 133 | 9500 | 3190 | 6.00/20D | 32x6b | Own | 6-3½x3¾ | 216 | 6.2 | 170 | 78-3200 | 4-2¾x5 1/16 | N | Own | 4 | Own | SF | U | 5.43-6.17 | Own | O4IH | 330 | 537 | P | 2I | 57¾ | 7x2⅜x 7/32 | C |
| 88 | (g)(x)Mas.Spec.VB | 1½° | 715 | 133 | 133 | 13500 | 3450 | 6.50/20†D | 32x6b | Own | 6-3½x3¾ | 216 | 6.2 | 170 | 78-3200 | 4-2¾x5 1/16 | Y | Own | 4 | Own | SF | U | **-6.17 | Own | O4IH | 330 | 532 | P | 2I | 57¾ | 7x2⅜x 7/32 | C |
| 89 | ▲...(x) Mas.VC | 1½ | 594 | 158 | 158 | 7700 | 3100 | 6.00/20S | 32x6Sa | Own | 6-3½x3¾ | 216 | 6.2 | 170 | 78-3200 | 4-2¾x5 1/16 | N | Own | 4 | Own | SF | U | 5.43-6.17 | Own | O4IH | 330 | 532 | P | 2I | 83¼ | 7x2⅜x 7/32 | C |
| 90 | ●....(x) Mas.VD | 1½ | 615 | 158 | 158 | 9500 | 3240 | 6.00/20D | 32x6b | Own | 6-3½x3¾ | 216 | 6.2 | 170 | 78-3200 | 4-2¾x5 1/16 | N | Own | 4 | Own | SF | U | 5.43-6.17 | Own | O4IH | 330 | 532 | P | 2I | 83¼ | 7x2⅜x 7/32 | C |
| 91 | (g)(x)Mas.Spec.VD | 1½° | 740 | 158 | 158 | 13500 | 3500 | 6.50/20†D | 32x6b | Own | 6-3½x3¾ | 216 | 6.2 | 170 | 78-3200 | 4-2¾x5 1/16 | Y | Own | 4 | Own | SF | U | **-6.17 | Own | O4IH | 330 | 532 | P | 2I | 83¼ | 7x2⅜x 7/32 | C |
| 92 | ....▲(c.o.e.) VF | 1½ | 795 | 107 | 107 | 7700 | ..... | 6.00/20S | 32x6Sa | Own | 6-3½x3¾ | 216 | 6.2 | 170 | 78-3200 | 4-2¾x5 1/16 | N | Own | 4 | Own | SF | U | 5.43-6.17 | Own | O4IH | 330 | 532 | P | 2I | 62½ | 7x2⅜x 7/32 | C |
| 93 | ●..(x) (c.o.e.) VF | 1½ | *818 | 107 | 107 | 9500 | 3685 | 6.00/20D | 32x6b | Own | 6-3½x3¾ | 216 | 6.2 | 170 | 78-3200 | 4-2¾x5 1/16 | N | Own | 4 | Own | SF | H | 5.43-6.17 | Own | O4IH | 330 | 532 | C | 2I | 62½ | 7x2⅜x 7/32 | C |
| 94 | (g)(c.o.e.)Mas.S.VF | 1½ (x)° | *943 | 107 | 107 | 13500 | ..... | 6.50/20†D | 32x6b | Own | 6-3½x3¾ | 216 | 6.2 | 170 | 78-3200 | 4-2¾x5 1/16 | Y | Own | 4 | Own | SF | H | **-6.17 | Own | O4IH | 330 | 532 | C | 2I | 62½ | 7x2⅜x 7/32 | C |
| 95 | ....▲(c.o.e.) VG | 1½ | 820 | 131 | 131 | 7700 | ..... | 6.00/20S | 32x6a | Own | 6-3½x3¾ | 216 | 6.2 | 170 | 78-3200 | 4-2¾x5 1/16 | N | Own | 4 | Own | SF | U | 5.43-6.17 | Own | O4IH | 330 | 532 | P | 2I | 86 | 7x2⅜x 7/32 | C |
| 96 | (x) (c.o.e.) Mas.VH | 1½● | *844 | 131 | 131 | 9500 | 3780 | 6.00/20D | 32x6b | Own | 6-3½x3¾ | 216 | 6.2 | 170 | 78-3200 | 4-2¾x5 1/16 | Y | Own | 4 | Own | SF | U | 5.43-6.17 | Own | O4IH | 330 | 532 | C | 2I | 86 | 7x2⅜x 7/32 | C |
| 97 | (g)(c.o.e.)Mas.S.VH | 1½ (x)° | *969 | 131 | 131 | 13500 | ..... | 6.50/20†D | 32x6b | Own | 6-3½x3¾ | 216 | 6.2 | 170 | 78-3200 | 4-2¾x5 1/16 | Y | Own | 4 | Own | SF | U | **-6.17 | Own | O4IH | 330 | 532 | C | 2I | 86 | 7x2⅜x 7/32 | C |
| 98 | (E)(c.o.e.) TG157H | ....... | 1055 | 156 | 156 | 17000 | 4580 | 6.00/20D | 34x7 | Own | 6-3½x3¾ | 216 | 6.2 | 170 | 78-3200 | 4-2¾x5 1/16 | N | Own | 4 | Eat 1261 | SF | U | 5.83-8.11 | Tim 31021H | WO4IH | 339 | 570 | C | 2I | 111½ | 7 1/16x2 11/32x¼ | C |
| 99 | (g)...(E) BG185 | ....... | 775 | 185 | 185 | 13500 | 3950 | 6.00/20D | 7.50/20 | Own | 6-3½x3¾ | 216 | 6.2 | 170 | 78-3200 | 4-2¾x5 1/16 | N | Own | 4 | Own | SF | U | **-6.17 | Own | O4IH | 330 | 532 | C | 2I | ..... | 7⅛x2⅜x 7/32 | D |
| 100 | Condor....ACW-1 | 1½-2½ | 1565 | 136 | 220 | 12000 | 3300 | 6.00/20S | 34x7 | W-HES XBKH | 4-3¾x4¾ | 210 | 6.2 | 125 | 41-2100 | 3-2¼x5⅝ | Y | WG T9 | 4 | Cla R750 | SF | H | 5.1-6.8 | Cla F266 | L4IH | 256 | 432 | a | TX | 55 | 7 1/16x2¾x 7/32 | T |
| 101 | ........BCW-1 | 2-3½ | 1635 | 136 | 220 | 13000 | 3650 | 6.00/20S | 8.25/20 | W-HES XBKH | 4-3¾x4¾ | 210 | 6.2 | 125 | 41-2100 | 3-2¼x5⅝ | Y | WG T9 | 4 | Tim 53300 | SF | H | 4.57-6.6 | Cla F266 | L4IH | 276 | 442 | a | TX | 55 | 7 1/16x2¾x 7/32 | T |
| 102 | ........CCW-1 | 2½-4 | 1850 | 136 | 220 | 14000 | 4000 | 6.00/20S | 8.25/20 | W-HES XBKH | 4-3¾x4¾ | 210 | 6.2 | 125 | 41-2100 | 3-2¼x5⅝ | Y | WG T9 | 4 | Tim 54411 | SF | H | 4.12-6.8 | Cla F266 | L4IH | 360 | 568 | a | TX | 55 | 10x2¾x 11/32 | P |
| 103 | ........FCW-1 | 2-3½ | 2160 | 136 | 220 | 13000 | 3900 | 6.00/20S | 8.25/20 | W-HES 6BKH | 6-3¾x4¼ | 282 | 6.4 | 185 | 75-2500 | 7-2⅝x10¼ | Y | Cla 185F | 4 | Tim 53300 | SF | H | 4.57-6.2 | Cla F266 | L4IH | 276 | 442 | a | TX | 55 | 7 1/16x2¾x 7/32 | T |
| 104 | ........GCW-1 | 3-4½ | 2525 | 136 | 220 | 16000 | 4100 | 6.50/20D | 8.25/20 | W-HES 6BKH | 6-3¾x4¼ | 282 | 6.4 | 185 | 75-2500 | 7-2⅝x10¼ | Y | Cla 185F | 4 | Tim 54411 | SF | H | 4.12-6.8 | Tim 31000 | L4IHV | 388 | 578 | a | TX | 55 | 10x2¾x 11/32 | P |
| 105 | ........CDW-1 | 3½-5 | 2955 | 136 | 220 | 18000 | 5450 | 7.00/20D | 9.75/20 | W-HES 6BKH | 6-3¾x4¼ | 282 | 6.4 | 185 | 75-2500 | 7-2⅝x10¼ | Y | Cla 200V | 5 | Tim 56410 | SF | H | 4.44-7.4 | Tim 31000 | L4IHV | 388 | 578 | a | TX | 55 | 10x2¾x 11/32 | P |
| 106 | ........CEW-1 | 4-5½ | 3175 | 136 | 220 | 21000 | 5850 | 7.50/20D | 10.50/20 | W-HES 6BKH | 6-3¾x4¼ | 282 | 6.4 | 185 | 75-2500 | 7-2⅝x10¼ | Y | Cla 200V | 5 | Tim 58200 | SF | H | 5.25-7.8 | Tim 32500 | L4IHV | 436 | 660 | a | TX | 55 | 10x2¾x 11/32 | P |
| 107 | Corbitt.......13B | 1½-2 | 1500 | 159 | 179 | ..... | 4800 | 7.50/20D | 9.00/20 | Con A6244 | 6-3 7/16x4⅜ | 244 | 5.4 | 170 | 83-3200 | 4-2⅜x6⅝ | N | Cla B116C | 4 | Tim 54411H | SF | H | 5.83-6.80 | Tim 30020H | L4IH | 330 | 506 | A | TX | 79 | 7⅞x3½x 3/16 | T |
| 108 | ...........17B | 2-3 | 2400 | 166 | Op | ..... | 5700 | 8.25/20D | 9.00/22 | Con M6290 | 6-3¾x4⅜ | 290 | 5.5 | 206 | 87-2800 | 7-2⅝x12 1/16 | N | Fu 5A330 | 5 | Tim 56411H | SF | H | 6.06-7.40 | Tim 33000H | L4IHV | 414 | 660 | A | TX | 81 | 8x3½x¼ | T |
| 109 | ...........21B | 3-4 | 3250 | 167 | Op | ..... | 7750 | 9.00/20D | 10.50/22 | Con E-602 | 6-4⅛x4½ | 361 | 5.4 | 252 | 95-2500 | 7-2⅝x13 | N | Fu 5A430 | 5 | Tim 58300H | SF | H | 5.57-7.80 | Tim 35000H | L4IHV | 414 | 660 | A | TX | 82 | 8x3½x¼ | T |
| 110 | ...........26D | 4-6 | 4400 | 168 | Op | ..... | 8000 | 9.75/20D | 10.50/24 | Con E-603 | 6-4¼x4½ | 383 | 5.6 | 280 | 104-2400 | 7-2⅝x13 | N | Fu 5A430 | 5 | Wis 1337BH | 2F | H | 6.36-8.59 | Tim 35000H | L4IHV | 520 | 768 | A | TX | 83 | 8⅛x3½x 3/16 | T |
| 111 | ...........14BT | 2-3 | 2350 | 142 | ... | ..... | 5600 | 8.25/20D | 9.00/20 | Con M6290 | 6-3¾x4⅜ | 290 | 5.5 | 206 | 87-2800 | 7-2⅝x12 1/16 | N | Fu 5A330 | 5 | Ti 54411TW | SF | H | 5.83-6.80 | Ti 31000TW | Ws4IA | 348 | 578 | A | TX | 62 | 7⅞x3½x 3/16 | T |
| 112 | ...........18BT | 3-4 | 3250 | 144 | ... | ..... | 7400 | 9.00/20D | 9.75/22 | Con E-603 | 6-4¼x4½ | 383 | 5.6 | 280 | 104-2400 | 7-2⅝x13 | N | Fu 5A430 | 5 | Ti 56411TW | SF | H | 6.06-7.40 | Ti 33000TW | Ws4IA | 414 | 660 | A | 2I | 59 | 8x3½x¼ | T |
| 113 | ...........22BT | 4-6 | 4340 | 149 | ... | ..... | 8800 | 9.75/20D | 10.50/22 | Con 21-R | 6-4⅜x4¾ | 428 | 4.6 | 308 | 118-2500 | 7-2⅝x13 1/16 | N | Fu 5A620 | 5 | Tim 58300W | SF | H | 4.55-7.80 | Ti 35000TW | Ws4IA | 414 | 660 | A | 2I | 61 | 8x3½x¼ | T |
| 114 | ...........27DT | 6-7½ | 4800 | 150 | ... | ..... | 9400 | 9.75/22D | 10.50/24 | Con 22-R | 6-4½x5¼ | 501 | 4.5 | 364 | 138-2450 | 7-2⅝x12 1/16 | N | Fu 5A620 | 5 | Wis 1337BW | 2F | H | 5.63-7.52 | Ti 35100TW | Ws4IA | 575 | 865 | A | 2I | 62 | 8⅛x3½x 3/16 | T |
| 115 | ....(D) D22B4T | 4-5 | 6925 | 149 | ... | ..... | 8200 | 9.75/20D | 9.75/22 | Cum HB | 4-4⅛x6 | 448 | 17. | 335 | 100-1800 | 5-4½x12 | Y | Fu 5A620 | 5 | Tim 58300W | SF | H | 5.57-7.80 | Ti 35100TW | Ws4IA | 575 | 660 | A | 2I | 61 | 8x3¼x¼ | T |
| 116 | ....(D) D27B6T | 6-7 | 7750 | 150 | ... | ..... | 9500 | 9.75/22D | 10.50/22 | Cum HB | 6-4⅛x6 | 672 | 17. | 500 | 150-1800 | 7-4½x16½ | Y | BL 7551 | 5 | Tim 59000W | SF | H | 4.09-6.12 | Ti 35100TW | Ws4IA | 575 | 660 | A | 2I | 62 | 8⅛x3¼x 3/16 | T |
| 117 | Dart..........30G | 1½-2½ | 1695 | op‡ | Op | 14000 | 4400 | 32x6D | 7.50/20 | Her JXC | 6-3¾x4¼ | 282 | 5.8 | 176 | 73-2800 | 7-2½x10 11/16 | Y | Fu MLU | 4 | Tim 53200H | SF | H | 5.14-6.20 | Tim 31005H | L4IHV | 302 | 452 | a | TX | Opt | 10x3x¼ | T |
| 118 | ..........40G | 2-3 | 1995 | op‡ | Op | 15000 | 5050 | 32x6D | 8.25/20 | Her JXC | 6-3¾x4¼ | 282 | 5.8 | 176 | 73-2800 | 7-2½x10 11/16 | Y | Fu 5A330 | 5 | Tim 54412H | SF | H | 5.83-6.80 | Tim 31005H | L4IHV | 356 | 527 | a | TX | Opt | 10x3x¼ | T |
| 119 | ..........50G | 2½-4 | 2400 | op‡ | Op | 18000 | 5400 | 34x7D | 9.75/20 | Her JXD | 6-4x4¼ | 320 | 5.6 | 204 | 84-2800 | 7-2½x10 11/16 | Y | Fu 5A330 | 5 | Tim 56411H | SF | H | 6.16-7.40 | Tim 31005H | L4IHV | 440 | 660 | a | TX | Opt | 10x3x¼ | T |
| 120 | ........50G sp. | 2½-5 | 2780 | op‡ | Op | 19000 | 6050 | 8.25/20D | 9.75/20 | Her WXC3 | 6-4¼x4½ | 383 | 4.7 | 262 | 106-2800 | 7-2⅝x13¼ | Y | Fu 5A430 | 5 | Tim 56411H | SF | H | 6.16-7.40 | Tim 31005H | L4IHV | 440 | 660 | a | TX | Opt | 10x3x¼ | T |
| 121 | ..........60G | 3-5 | 3200 | op‡ | Op | 20500 | 6625 | 9.00/20D | 10.50/20 | Her WXC3 | 6-4¼x4½ | 383 | 4.7 | 262 | 106-2800 | 7-2⅝x13¼ | Y | Fu 5A430 | 5 | Tim 58300H | SF | H | 5.57-7.80 | Tim 33000H | L4IHV | 440 | 660 | a | TX | Opt | 10x3x¼ | T |
| 122 | .........70DR | 3-5 | 3975 | op‡ | Op | 23000 | 6900 | 9.75/20D | 10.50/20 | Her WXC3 | 6-4¼x4½ | 383 | 4.7 | 262 | 106-2800 | 7-2⅝x13¼ | Y | Fu 5A430 | 10 | Tim 75733H | 2F | H | 6.85-9.41 | Tim 33000H | L4IHV | 513 | 768 | a | CD | Opt | 10x3x¼ | T |
| 123 | ..........80W | 4-6 | 4625 | op‡ | Op | 24000 | 7800 | 9.75/20D | 10.50/20 | Her YXC2 | 6-4½x4¾ | 453 | 4.4 | 325 | 100-2200 | 7-3x14 | Y | Fu 5A620 | 5 | Tim 65725H | WF | H | 6.80-10.6 | Tim 35000H | L4IHV | 513 | 768 | a | CD | Opt | 10x3½x 3/16 | B |
| 124 | .........100W | 5-7 | 6025 | op‡ | Op | 26000 | 9400 | 9.75/20D | 11.25/20 | Her RXC | 6-4⅝x5¼ | 529 | 4.9 | 350 | 114-2200 | 7-3x14 | Y | Fu MHU | 12 | Tim 66725H | WF | H | 6.02-9.20 | Tim 27450H | L4IHV | 529 | 867 | a | TD | Opt | 10x3½x 3/16 | B |
| 125 | Diamond T....201 | ....... | 575 | 119 | 119 | ..... | 2750 | 6.00/16S | 7.50/16 | HerCBQXB3 | 6-3¼x4⅛ | 205 | 5.1 | 144 | 64-3000 | 7-2½x10 1/16 | N | WG T83 | 3 | Cla R650 | SF | H | 4.5-5.1 | Cla F180 | L4IH | 210 | 352 | a | TX | 52 | 6x2¼x 3/16 | T |
| 126 | ...........305 | ....... | 630 | 135 | 135 | ..... | 3300 | 6.00/16S | 6.50/20 | HerCBQXC3 | 6-3⅜x4⅛ | 221 | 5.8 | 156 | 69-3000 | 7-2½x10 1/16 | N | WG T9 | 4 | Cla R651 | SF | H | 4.6-5.4 | Cla F180 | L4IH | 210 | 352 | a | TX | 68 | 6⅛x2½x¼ | T |
| 127 | ...........306 | ....... | 710 | 150 | 150 | ..... | 3500 | 6.00/17S | 32x6 | HerCBQXC3 | 6-3⅜x4⅛ | 221 | 5.8 | 156 | 69-3000 | 7-2½x10 1/16 | N | WG T9 | 4 | Cla R750 | SF | H | 5.57-6.33 | Cla F180 | L4IH | 232 | 391 | a | TX | 83 | 7½x3x¼ | T |
| 128 | ...........404 | ....... | 695 | 139 | 163 | ..... | 4250 | 6.00/20S | 32x6 | HerCBJXE3 | 6-3½x4¼ | 245 | ... | 170 | 76-2800 | 7-2½x10 11/16 | N | WG T9 | 4 | Cla R750 | SF | H | 5.57-6.33 | Cla F266 | L4IH | 253 | 431 | a | TX | 60 | 8 1/16x3 1/32x¼ | T |
| 129 | ...........406 | ....... | 950 | 139 | 175 | ..... | 4500 | 6.00/20S | 7.50/20 | Her CBJXB | 6-3⅝x4¼ | 263 | 5.8 | 187 | 81-2800 | 7-2½x10 11/16 | N | WG T9A | 4 | Cla R950 | SF | H | 5.57-6.33 | Cla F266 | L4IH | 280 | 471 | a | TX | 60 | 8 1/16x3 1/32x¼ | T |
| 130 | ...........509 | ....... | 1050 | 151 | 175 | ..... | 4900 | 6.00/20D | 8.25/20 | Her CBJXB | 6-3⅝x4¼ | 263 | 5.8 | 187 | 81-2800 | 7-2½x10 11/16 | Y | Cla 185F | 4 | Cla R950 | SF | H | 5.57-6.33 | Cla F308 | L4IHV | 306 | 510 | a | TX | 72 | 8 1/16x3 1/32x¼ | T |
| 131 | ...........612 | ....... | 1390 | 151 | 175 | ..... | 5250 | 6.50/20D | 8.25/20 | Her CBJXC | 6-3¾x4¼ | 282 | 5.8 | 197 | 84-2800 | 7-2½x10 11/16 | Y | BL 2341 | 4 | Cla R1100 | SF | H | 5.57-6.33 | Cla F308 | L4IHV | 360 | 613 | a | TX | 72 | 8 1/16x3 1/32x¼ | T |
| 132 | ...........614 | ....... | 1690 | 151 | 175 | ..... | 5700 | 7.00/20D | 9.00/20 | Her CBJXD | 6-4x4¼ | 320 | 5.6 | 244 | 95-2800 | 7-2½x10 11/16 | Y | Cla 200V | 5 | Cla R1300 | SF | H | 6.42-7.16 | Cla F308 | L4IHV | 400 | 689 | a | TD | 72 | 8 1/16x3 1/32x¼ | T |
| 133 | ........412DR | ....... | 3200 | 189 | 225 | ..... | 7300 | 9.00/20D | 9.75/20 | HerWXLC3 | 6-4¼x4¾ | 404 | 5.5 | 294 | 118-2800 | 7-2⅝x10 27/32 | Y | Cla 270V | 5 | Wis 72000 | 2F | R | 6.49-7.35 | Tim 35022 | L4IHV | 410 | 689 | a | TD | 102 | 10x3x¼ | T |
| 134 | ..........512B | ....... | 3100 | 189 | 225 | ..... | 7300 | 9.00/20D | 9.75/20 | HerWXLC3 | 6-4¼x4¾ | 404 | 5.5 | 294 | 118-2800 | 7-2⅝x10 27/32 | Y | Cla 270V | 5 | Tim 58300H | SF | R | 6.36-7.27 | Tim 35022 | L4IHV | 381 | 689 | a | TD | 102 | 10x3x¼ | T |
| 135 | ........512DR | ....... | 3450 | 189 | 225 | ..... | 7700 | 9.00/20D | 10.50/20 | HerWXLC3 | 6-4¼x4¾ | 404 | 5.5 | 294 | 118-2800 | 7-2⅝x10 27/32 | Y | Cla 270V | 5 | Wis 1337H | 2F | R | 6.85-7.37 | Tim 35022 | L4IHV | 496 | 768 | a | TD | 102 | 10x3x¼ | T |
| 136 | .......(D) 513 | ....... | 2320 | 151 | 175 | ..... | 5600 | 6.00/20D | 8.25/20 | Her DJXBL | 6-3½x4¾ | 260 | 14. | 178 | 77-2600 | 7-3x10 1/32 | Y | Cla 185F | 4 | Eat 1300 | SFD | H | Dual Rge. | Cla F308 | L4IHV | 360 | 510 | a | TX | 72 | 8 1/16x3 1/32x¼ | T |
| 137 | .......(D) 615 | ....... | 2850 | 151 | 175 | ..... | 6500 | 7.00/20D | 9.00/20 | Her DJXC | 6-3¾x4¾ | 298 | 14. | 208 | 84-2600 | 7-3x10 1/32 | Y | Cla 200V | 5 | Eat 17075 | SFD | H | Dual Rge. | Cla F308 | L4IHV | 400 | 689 | a | TD | 72 | 8 1/16x3 1/32x¼ | T |
| 138 | ....(c.o.e.) 201C | ....... | 660 | 119 | 119 | ..... | 2600 | 6.00/20S | 32x6 | HerCBQXC3 | 6-3⅜x4⅛ | 221 | 5.8 | 156 | 69-3300 | 7-2½x10 1/16 | N | WG T9 | 4 | Cla R651 | SF | H | 5.14-5.43 | Cla F266 | L4IH | 256 | 431 | a | TX | ..... | 6x2¼x 3/16 | T |
| 139 | ....(c.o.e.) 305C | ....... | 690 | 135 | 135 | ..... | 3000 | 6.00/20S | 32x6 | HerCBQXC3 | 6-3⅜x4⅛ | 221 | 5.8 | 156 | 69-3300 | 7-2½x10 1/16 | N | WG T9 | 4 | Cla R651 | SF | H | 5.14-5.43 | Cla F266 | L4IH | 256 | 431 | a | TX | ..... | 6⅛x2½x¼ | T |
| 140 | ....(c.o.e.) 306C | ....... | 750 | 150 | 150 | ..... | 3200 | 6.00/20S | 32x6 | HerCBQXC3 | 6-3⅜x4⅛ | 221 | 5.8 | 156 | 69-3300 | 7-2½x10 1/16 | N | WG T9 | 4 | Cla R750 | SF | H | 5.57-6.33 | Cla F266 | L4IH | 256 | 431 | a | TX | ..... | 7½x3x¼ | T |
| 141 | ....(c.o.e.) 404C | ....... | 1095 | 96 | 192 | ..... | 5000 | 6.00/20S | 7.50/20 | HerCBJXE3 | 6-3½x4¼ | 245 | ... | 170 | 76-2800 | 7-2½x10 11/16 | N | BL 2341 | 4 | Cla R750 | SF | H | 5.57-6.33 | Cla F308 | L4IHV | 283 | 471 | a | TX | 72 | 8 1/16x3x 3/16 | T |
| 142 | ....(c.o.e.) 509C | ....... | 1350 | 96 | 192 | ..... | 5500 | 6.00/20D | 8.25/20 | Her CBJXB | 6-3⅝x4¼ | 263 | 5.8 | 187 | 81-2800 | 7-2½x10 11/16 | Y | Cla 185F | 4 | Cla R950 | SF | H | 5.57-6.33 | Cla F322 | L4IHV | 310 | 510 | a | TX | 72 | 8 1/16x3x 3/16 | T |
| 143 | ....(c.o.e.) 612C | ....... | 1600 | 96 | 192 | ..... | 5800 | 6.50/20D | 8.25/20 | Her CBJXC | 6-3¾x4¼ | 282 | 5.8 | 197 | 84-2800 | 7-2½x10 11/16 | Y | Cla 185F | 4 | Cla R1100 | SF | H | 5.57-6.33 | Cla F322 | L4IHV | 366 | 613 | a | TX | 72 | 8 1/16x3x 3/16 | T |
| 144 | ....(c.o.e.) 614C | ....... | 1900 | 96 | 192 | ..... | 6300 | 7.00/20D | 9.00/20 | Her CBJXD | 6-4x4¼ | 320 | 5.6 | 244 | 95-2800 | 7-2½x10 11/16 | Y | Cla 200V | 5 | Cla R1300 | SF | H | 6.42-7.16 | Cla F322 | L4IHV | 405 | 689 | a | TD | 72 | 8 1/16x3x 3/16 | T |
| 145 | ....(c.o.e.) 803C | ....... | 2900 | 96 | 192 | ..... | 7500 | 8.25/20D | 9.75/20 | HerWXLC3 | 6-4¼x4¾ | 404 | 5.5 | 294 | 118-2800 | 7-2⅝x10 27/32 | Y | Cla 270V | 5 | Tim 58300H | SF | H | 6.36-7.27 | Tim 36020 | L4IHV | 419 | 759 | a | TD | 72 | 8 1/16x3x 3/16 | T |
| 146 | ....(c.o.e.) 804C | ....... | 3200 | 96 | 192 | ..... | 8000 | 9.00/20D | 10.50/20 | HerWXLC3 | 6-4¼x4¾ | 404 | 5.5 | 294 | 118-2800 | 7-2⅝x10 27/32 | Y | Cla 270V | 5 | Wis 1337H | 2F | H | 6.85-7.37 | Tim 36020 | L4IHV | 495 | 867 | a | TD | 72 | 8 1/16x3x 3/16 | T |
| 147 | ....(c.o.e.) 513C | ....... | 2540 | 96 | 192 | ..... | 6300 | 6.00/20D | 8.25/20 | Her DJXBL | 6-3½x4¾ | 260 | 14. | 178 | 77-2600 | 7-3x10 1/32 | Y | Cla 185F | 4 | Eat 1300 | SFD | H | Dual Rge. | Cla F322 | L4IHV | 360 | 613 | a | TX | 72 | 8 1/16x3x 3/16 | T |
| 148 | ....(c.o.e.) 615C | ....... | 3100 | 96 | 192 | ..... | 6950 | 7.00/20D | 9.00/20 | Her DJXC | 6-3¾x4¾ | 298 | 14. | 208 | 84-2600 | 7-3x10 1/32 | Y | Cla 200V | 5 | Eat 17075 | SFD | H | Dual Rge. | Tim 36020 | L4IHV | 399 | 760 | a | TD | 72 | 8 1/16x3x 3/16 | T |
| 149 | Dodge(x).......TC | ½ | 465 | 116 | ... | ..... | 2245 | 6.00/16S | 6.50/16S | Own | 6-3¼x4¾ | 201 | 6.7 | 148 | 70-3000 | 4-2¼x5 11/16 | N | N.P. | 3 | Own | Hy ½ | H | 3.73-4.78 | Own | O4IH | 148 | 251 | C | TX | 40 11/16 | 6x2x⅛ | C |
| 150 | (x)........TD15 | ¾ | 535 | 120 | ... | ..... | 2435 | 15-6S | 15-6S | Own | 6-3¼x4⅜ | 217 | 6.5 | 158 | 77-3000 | 4-2¼x5 11/16 | N | N.P. | 3 | Own | Hy ½ | H | 3.73-4.78 | Own | O4IH | 154 | 264 | C | TX | 44 11/16 | 6 1/16x2 3/16x 5/32 | C |
| 151 | (x)........TD20 | 1 | 580 | 120 | 133 | ..... | 2720 | 7.00/16††S | 7.50/16S | Own | 6-3¼x4⅜ | 217 | 6.5 | 158 | 77-3000 | 4-2¼x5 11/16 | N | N.P. | 3 | Own | S½ | H | 3.9-4.78 | Own | O4IH | 190 | 293 | a | TX | 44 11/16 | 6⅛x2 1/16x 3/16 | C |
| 152 | (x)........TE20 | 1 | 590 | 126 | 160 | ..... | 3140 | 6.00/20†S | 7.00/20S | Own | 6-3⅜x4 1/16 | 218 | 5.8 | 150 | 73-3000 | 4-2¼x5 11/16 | N | N.P. | 4 | Own | SF | H | 4.87-5.85 | Own | O4IH | 190 | 310 | a | TX | 51 3/16 | 6 11/16x2 11/32x 3/16 | CX |
| 153 | (x)........TE30 | 1½-2 | 590 | 126 | 160 | ..... | 3140 | 6.00/20†S | 7.00/20 | Own | 6-3⅜x4 1/16 | 218 | 5.8 | 150 | 73-3000 | 4-2¼x5 11/16 | N | N.P. | 4 | Own | SF | H | 4.87-5.85 | Own | O4IH | 190 | 310 | a | TX | 51 3/16 | 6 11/16x2 11/32x 3/16 | CX |
| 154 | (x)........TF35 | 1½-2 | 630 | 126 | 190 | ..... | 3365 | 6.00/20†S | 7.50/20 | Own | 6-3⅜x4¼ | 228 | 5.8 | 158 | 78-3000 | 4-2¼x5 11/16 | N | N.P. | 4 | Own | SF | H | 5.12-6.33 | Own | O4IH | 263 | 406 | a | TX | 51 3/16 | 7x2 11/32x 7/32 | CX |
| 155 | (x)......TFA35 | 1½-2 | 740 | 126 | 190 | ..... | 3490 | 6.00/20†S | 7.50/20 | Own | 6-3⅜x4¼ | 228 | 5.8 | 158 | 78-3000 | 4-2¼x5 11/16 | N | N.P. | 4 | Eat | SFd | H | Dual Rng. | Own | O4IH | 263 | 406 | a | TX | 51 3/16 | 7x2 11/32x 7/32 | CX |
| 156 | (x)........TG40 | 1½-4 | 985 | 136 | 220 | ..... | 4020 | 6.50/20D | 8.25/20 | Own | 6-3⅜x4½ | 242 | 5.6 | 175 | 85-3000 | 4-2½x5 11/16 | Y | Cla | 5 | Own | HyF | H | 5.11-7.16 | Own | O4IHV | 322 | 502 | a | TX | 60 11/16 | 8 3/32x2 11/32x 7/32 | CX |
| 157 | (x)......TGA40 | 1½-4 | 1115 | 136 | 220 | ..... | 4130 | 6.50/20D | 8.25/20 | Own | 6-3⅜x4½ | 242 | 5.6 | 175 | 85-3000 | 4-2½x5 11/16 | Y | Cla | 5 | Eat | SFd | H | Dual Rng. | Own | O4IHV | 322 | 502 | a | TX | 60 11/16 | 8 3/32x2 11/32x 7/32 | CX |
| 158 | (x)........TH45 | 2-4 | 985 | 136 | 220 | ..... | 4200 | 7.00/20D | 8.25/20 | Own | 6-3⅜x4½ | 242 | 5.6 | 175 | 85-3000 | 4-2½x5 11/16 | Y | Cla | 5 | Own | HyF | H | 5.11-7.16 | Own | O4IHV | 322 | 502 | a | TX | 60 11/16 | 8 3/32x2 11/32x 7/32 | CX |
| 159 | (x)......THA45 | 2-4 | 1115 | 136 | 220 | ..... | 4310 | 7.00/20D | 8.25/20 | Own | 6-3⅜x4½ | 242 | 5.6 | 175 | 85-3000 | 4-2½x5 11/16 | Y | Cla | 5 | Eat | SFd | H | Dual Rng. | Own | O4IHV | 322 | 502 | a | TX | 60 11/16 | 8 3/32x2 11/32x 7/32 | CX |
| 160 | (x)........TL50 | 2-5½ | 1935 | 152 | 205 | ..... | 5555 | 32x6D | 9.75/20 | Own | 6-3¾x5 | 331 | 5.2 | 230 | 100-2800 | 7-3x12 11/32 | Y | Cla | 5 | Tim | SF | H | 6.16-7.40 | Tim | O4IHV | 421 | 685 | a | TX | 66 5/32 | 8 3/32x2⅞x 3/16 | CX |
| 161 | (x)......TLA50 | 2-5½ | 2135 | 152 | 205 | ..... | ..... | 32x6D | 9.75/20 | Own | 6-3¾x5 | 331 | 5.2 | 230 | 100-2800 | 7-3x12 11/32 | Y | Cla | 5 | Eat | SFd | H | Dual Rng. | Tim | O4IHV | 421 | 685 | a | TX | 66 5/32 | 8 3/32x2⅞x 3/16 | CX |
| 162 | (*)(x)(c.o.e.) RO55 | 2-5½ | 2345 | 96 | 140 | ..... | 6655 | 32x6D | 9.75/20 | Own | 6-3¾x5 | 331 | 5.2 | 230 | 100-2800 | 7-3x12 11/32 | Y | Cla | 5 | Tim | SF | H | 6.16-7.40 | Tim | O4IHV | 421 | 685 | a | TX | 76 11/16 | 8 3/32x2⅞x 3/16 | CX |
| 163 | (x)........TK60 | 3-5½ | 1935 | 152 | 205 | ..... | 5680 | 8.25/20D | 9.75/20 | Own | 6-3¾x5 | 331 | 5.2 | 230 | 100-2800 | 7-3x12 11/32 | Y | Cla | 5 | Tim | SF | H | 6.16-7.40 | Tim | O4IHV | 421 | 685 | a | TX | 66 5/32 | 8 3/32x2⅞x 3/16 | CX |
| 164 | (x)......TKA60 | 3-5½ | 2135 | 152 | 205 | ..... | ..... | 8.25/20D | 9.75/20 | Own | 6-3¾x5 | 331 | 5.2 | 230 | 100-2800 | 7-3x12 11/32 | Y | Cla | 5 | Eat | SFd | H | Dual Rng. | Tim | O4IHV | 421 | 685 | a | TX | 66 5/32 | 8 3/32x2⅞x 3/16 | CX |
| 165 | (*)(x)(c.o.e.) RP65 | 3-5½ | 2845 | 96 | 140 | ..... | 6780 | 8.25/20D | 9.75/20 | Own | 6-3¾x5 | 331 | 5.2 | 230 | 100-2800 | 7-3x12 11/32 | Y | Cla | 5 | Tim | SF | H | 6.16-7.40 | Tim | O4IHV | 421 | 685 | a | TX | 76 11/16 | 8 3/32x2⅞x 3/16 | CX |
| 166 | (x)..(D) TLD50 | 2-5½ | 3230 | 152 | 205 | ..... | 5980 | 32x6D | 9.75/20 | Own | 6-3¾x5 | 331 | 14. | 226 | 95-2600 | 7-3x12 11/32 | Y | Cla | 5 | Tim | SF | H | 6.16-7.40 | Tim | O4IHV | 421 | 685 | a | TX | 66 5/32 | 8 3/32x2⅞x 3/16 | CX |
| 167 | (x) (D) TLDA50 | 2-5½ | 3430 | 152 | 205 | ..... | ..... | 32x6D | 9.75/20 | Own | 6-3¾x5 | 331 | 14. | 226 | 95-2600 | 7-3x12 11/32 | Y | Cla | 5 | Eat | SFd | H | Dual Rng. | Tim | O4IHV | 421 | 685 | a | TX | 66 5/32 | 8 3/32x2⅞x 3/16 | CX |
| 168 | (x)..(D) TKD60 | 3-5½ | 3230 | 152 | 205 | ..... | 6105 | 8.25/20D | 9.75/20 | Own | 6-3¾x5 | 331 | 14. | 226 | 95-2600 | 7-3x12 11/32 | Y | Cla | 5 | Tim | SF | H | 6.16-7.40 | Tim | O4IHV | 421 | 685 | a | TX | 66 5/32 | 8 3/32x2⅞x 3/16 | CX |
| 169 | (x)..(D)TKDA60 | 3-5½ | 3430 | 152 | 205 | ..... | ..... | 8.25/20D | 9.75/20 | Own | 6-3¾x5 | 331 | 14. | 226 | 95-2600 | 7-3x12 11/32 | Y | Cla | 5 | Eat | SFd | H | Dual Rng. | Tim | O4IHV | 421 | 685 | a | TX | 66 5/32 | 8 3/32x2⅞x 3/16 | CX |
| 170 | ......(E) TXC | ....... | 472 | 116 | 116 | 4550 | ..... | 6.00/16S | 6.00/16S | Own | 6-3¼x4¾ | 201 | 6.7 | 148 | 70-3000 | 4-2¼x5 11/16 | N | NP 36700 | 3 | Own | Hy ½ | H | 3.70-4.78 | Own | O4IH | 148 | 251 | C | TX | 40 11/16 | 6x2x⅛ | C |
| 171 | .....(E) TXD-20 | ....... | 587 | 120 | 133 | 6300 | ..... | 7.00/16††S | 7.50/16S | Own | 6-3¼x4⅜ | 217 | 6.5 | 158 | 77-3000 | 4-2¼x5 11/16 | N | NP 36710 | 3 | Own | S½ | H | 3.90-4.78 | Own | O4IH | 190 | 293 | A | TX | 44 11/16 | 6⅛x2 1/16x 3/16 | C |
| 172 | .....(E) TXE-30 | ....... | 731 | 126 | 160 | 11100 | ..... | 7.00/20 | 7.00/20 | Own | 6-3⅜x4 1/16 | 218 | 5.8 | 150 | 73-3000 | 4-2¼x5 11/16 | N | NP 36750 | 4 | Own | SF | H | 5.80-6.30 | Own | O4IH | 191 | 310 | A | TX | 51 3/16 | 6 11/16x2 11/32x 3/16 | CX |
| 173 | .....(E) TXF-35 | ....... | 818 | 126 | 190 | 13500 | ..... | 32x6D | 32x6 | Own | 6-3⅜x4¼ | 228 | 5.8 | 158 | 78-3000 | 4-2¼x5 11/16 | N | NP 36760 | 4 | Own | SF | H | 5.10-6.30 | Own | O4IH | 262 | 406 | A | TX | 51 3/16 | 7x2 11/32x 7/32 | CX |
| 174 | .....(E) TXF-39 | ....... | 952 | 182 | 182 | 13500 | ..... | 7.50/20D | 7.50/20 | Own | 6-3⅜x4¼ | 228 | 5.8 | 158 | 78-3000 | 4-2¼x5 11/16 | N | NP 36760 | 4 | Own | SF | H | 5.10-6.30 | Own | O4IH | 262 | 406 | A | TX | ..... | 8 3/32x2 11/32x 7/32 | |
| 175 | .....(E) TXH-45 | ....... | 1179 | 136 | 220 | 16850 | ..... | 34x7D | 34x7 | Own | 6-3⅜x4½ | 242 | 5.6 | 175 | 85-3000 | 4-2½x5 11/16 | Y | Cla 200V | 5 | Own | HyF | H | 5.10-7.10 | Own | O4IHV | 321 | 502 | A | TX | 60 11/16 | 8 3/32x2 11/32x 7/32 | CX |
| 176 | .....(E) TXK-60 | ....... | 2445 | 152 | 205 | 23000 | ..... | 10.50/20D | 10.50/20 | Own | 6-3¾x5 | 331 | 5.2 | 230 | 100-2800 | 7-3x12 11/32 | Y | Cla 200V | 5 | Tim | SF | H | 6.10-7.40 | Tim | O4IHV | 421 | 685 | A | TX | 66 5/32 | 8 3/32x2⅞x 3/16 | CX |
| 177 | ...(D)(E) RZ-65 | ....... | 2465 | 133 | 220 | 15000 | ..... | 7.00/20D | 34x7 | Her DJXC | 6-3¾x4¾ | 298 | 14. | 178 | 77-2600 | 7-3x8 11/32 | Y | Cla 200V | 5 | Own | SF | H | 5.10-6.30 | Own | O4IHV | 321 | 502 | A | TX | 57 11/16 | 8 3/32x2 11/32x 7/32 | CX |

† Rear 32 x 6. †† Rear 7.50/16. (x) Delivered at Factory Price. Includes all Federal Taxes but does not include any state and/or local taxes. (*) Price includes chassis & cab. (E) For export only.
‡ Dart—Any length wheelbase available at no extra cost. Chevrolet—(▲) Gross veh. weight, 8,000 lbs. with 32 x 6—10 ply rear tires. (●) Gross veh. weight—two speed rear axle with special tire equipment available at extra cost. (°) Gross veh. weight, 14,000 lbs. when truck is equipped with two-speed rear axle and special tire equipment at extra cost. (a) Rear tire size, both standard and maximum, 32 x 6—8 ply. (b) 32 x 6—10 ply or 7.50/20—8 ply. (c) 7.00/20—8 ply rear.

For abbreviations see page 219

| Line Number | Make and Model | General (See Keynote): Tonnage Rating | Chassis Price | Standard Wheelbase | Max. W. B. Furnished | Gross Vehicle Weight with Max. Tires | Chassis Wt. (Stripped) | Tire Sizes (D-dual rear, S-single rear): Standard Front and Rear | Maximum Tire Size Furnished | Engine Details: Make and Model | No. of Cylinders, Bore and Stroke | Displacement | Comp. Ratio | Torque lb. ft. | Max. Brake H.P. at R.P.M. Given | Main Bearings: Number, Diameter and Length | Governor Standard | Trans-mission: Make and Model | Forward Spd's | Rear Axle: Make and Model | Gear and Type | Drive & Torque | Gear Ratio Range in High | Front Axle: Make and Model | Brakes, Service: Make Location Type Operat'n | Lining Area | Drum Area | Drum Material | Hand Location Type | C-A Dimension (Std. W. B.) | Frame: Side Rail Dimensions | Type |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | Fargo..(E) FXH-1 | ...... | 479 | 116 | 116 | 4500 | .... | 6.00/16S | 6.00/16S | Own | 6-3 1/8x4 3/8 | 201 | 6.7 | 148 | 70-3000 | 4-2 1/4x5 11/64 | N | NP 36700 | 3 | Own | Hy 1/2 | H | 3.70-4.78 | Own | O4IH | 148 | 251 | C | TX | 40 11/16 | 6x2x1/8 | C |
| 2 | .....(E) FXH-2 | ...... | 594 | 120 | 133 | 6300 | .... | 7.00/16††S | 7.50/16S | Own | 6-3 1/4x4 3/8 | 217 | 6.5 | 158 | 77-3000 | 4-2 1/2x5 11/64 | N | NP 36710 | 3 | Own | S 1/2 | H | 3.90-4.78 | Own | O4IH | 190 | 293 | A | TX | 44 11/16 | 6 1/8x2 1/16x3/16 | C |
| 3 | .....(E) FXH-3 | ...... | 738 | 126 | 160 | 11100 | .... | 7.00/20D | 7.00/20 | Own | 6-3 3/8x4 1/16 | 218 | 5.8 | 150 | 73-3000 | 4-2 1/2x5 13/16 | N | NP 36750 | 4 | Own | SF | H | 4.80-5.80 | Own | O4IH | 191 | 310 | A | TX | 51 3/16 | 6 15/16x2 21/64x3/16 | CX |
| 4 | .....(E) FXH-4 | ...... | 812 | 126 | 190 | 13500 | .... | 32x6D | 32x6 | Own | 6-3 3/8x4 1/4 | 228 | 5.8 | 158 | 78-3000 | 4-2 1/2x5 13/16 | N | NP 36760 | 4 | Own | SF | H | 5.10-6.30 | Own | O4IH | 262 | 406 | A | TX | 51 3/16 | 7 23/64x2 7/32 | CX |
| 5 | ...(E) FXHD-4 | ...... | 957 | 182 | 182 | 13500 | .... | 7.50/20D | 7.50/20 | Own | 6-3 3/8x4 1/4 | 228 | 5.8 | 158 | 78-3000 | 4-2 1/2x5 13/16 | N | NP 36760 | 4 | Own | SF | H | 5.10-6.30 | Own | O4IH | 262 | 406 | A | TX | .... | 8 5/32x2 25/64x1/4 | .... |
| 6 | .....(E) FXH-6 | ...... | 1186 | 136 | 220 | 16850 | .... | 34x7D | 34x7 | Own | 6-3 3/8x4 1/2 | 242 | 5.6 | 175 | 85-3000 | 4-2 1/2x5 13/16 | Y | Cla 200V | 5 | Own | HyF | H | 5.10-7.10 | Own | O4IHV | 321 | 502 | A | TX | 60 11/16 | 8 3/32x2 25/32x7/32 | CX |
| 7 | .....(E) FH-1 | ...... | 472 | 116 | 116 | 4000 | .... | 6.00/16S | 6.50/16S | Own | 6-3 1/8x4 3/8 | 201 | 6.7 | 148 | 70-3000 | 4-2 1/4x5 11/64 | N | NP 36700 | 3 | Own | Hy 1/2 | H | 3.70-4.78 | Own | O4IH | 148 | 251 | C | TX | 40 11/16 | 6x2x1/8 | C |
| 8 | .....(E) FH-15 | ...... | 542 | 120 | 120 | 5000 | .... | 7.00/15S | 7.00/15S | Own | 6-3 1/4x3 3/8 | 217 | 6.5 | 158 | 77-3000 | 4-2 1/4x5 11/64 | N | NP 36700 | 3 | Own | Hy 1/2 | H | 3.70-4.78 | Own | O4IH | 154 | 264 | C | TX | 44 11/16 | 6 1/16x2 1/32x5/32 | C |
| 9 | .....(E) FH-2 | ...... | 587 | 120 | 133 | 6000 | .... | 7.00/16††S | 7.50/16S | Own | 6-3 1/4x3 3/8 | 217 | 6.5 | 158 | 77-3000 | 4-2 1/2x5 11/64 | N | NP 36710 | 3 | Own | S 1/2 | H | 3.90-4.78 | Own | O4IH | 190 | 293 | A | TX | 44 11/16 | 6 1/8x2 1/16x3/16 | C |
| 10 | .....(E) FH-3 | ...... | 597 | 126 | 160 | 10000 | .... | 6.00/20†S | 32x6 | Own | 6-3 3/8x4 1/16 | 218 | 5.8 | 150 | 73-3000 | 4-2 1/2x5 11/64 | N | NP 36750 | 4 | Own | SF | H | 4.80-5.80 | Own | O4IH | 190 | 310 | A | TX | 51 3/16 | 6 15/16x2 21/64x3/16 | CX |
| 11 | .....(E) FH-4 | ...... | 637 | 126 | 190 | 12000 | .... | 6.00/20†S | 32x6 | Own | 6-3 3/8x4 1/4 | 228 | 5.8 | 158 | 78-3000 | 4-2 1/2x5 13/16 | N | NP 36760 | 4 | Own | SF | H | 5.10-6.30 | Own | O4IH | 262 | 406 | A | TX | 51 3/16 | 7x2 23/64x7/32 | CX |
| 12 | .....(E) FHD-4 | ...... | 937 | 182 | 182 | 12000 | .... | 7.50/20D | 7.50/20 | Own | 6-3 3/8x4 1/4 | 228 | 5.8 | 158 | 78-3000 | 4-2 1/2x5 13/16 | N | NP 36760 | 4 | Own | SF | H | 5.10-6.30 | Own | O4IH | 262 | 406 | A | TX | .... | 8 5/32x2 25/64x1/4 | .... |
| 13 | .....(E) FH-6 | ...... | 992 | 136 | 220 | 14000 | .... | 7.00/20D | 34x7 | Own | 6-3 3/8x4 1/2 | 242 | 5.6 | 175 | 85-3000 | 4-2 1/2x5 13/16 | Y | Cla 200V | 5 | Own | HyF | H | 5.10-7.10 | Own | O4IHV | 321 | 502 | A | TX | 60 11/16 | 8 3/32x2 25/32x7/32 | CX |
| 14 | ..(D) (E) FGZ-6 | ...... | 2468 | 133 | 220 | 15000 | .... | 7.00/20D | 34x7 | Her DJXC | 6-3 3/4x4 1/2 | 298 | 14 | 178 | 77-2600 | 7-3x8 11/16 | Y | Cla 200V | 5 | Own | SF | H | 5.10-6.30 | Own | O4IHV | 321 | 502 | A | TX | 57 11/16 | 8 3/32x2 25/32x7/32 | CX |
| 15 | Federal.........7 | 1/2-3/4 | 595 | 111 | 128 | .... | 2425 | 6.00/16D | 7.50/17 | Con F4140 | 4-3 7/16x4 3/8 | 140 | 6.0 | 107 | 52-2500 | 3-2 1/4x4 13/16 | N | WG-T89 | 3 | Tim 51521H | SF | H | **-6.67 | Tim 29500H | L4IH | 210 | 308 | a | TX | 43 1/8 | 6x2 1/4x3/16 | T |
| 16 | ..........8 | 1/2-3/4 | 595 | 111 | 128 | .... | 2500 | 6.00/16D | 7.50/17 | Her QXB3 | 6-3 1/4x4 1/8 | 205 | 5.2 | 143 | 65-3500 | 7-2 1/2x10 1/16 | N | WG-T89 | 3 | Tim 51521H | SF | H | **-4.86 | Tim 29500H | L4IH | 210 | 308 | a | TX | 43 1/8 | 6x2 1/4x3/16 | T |
| 17 | ..........9 | 3/4-1 | 695 | 105 | 121 | .... | 2850 | 6.00/20S | 6.00/20 | Con F4140 | 4-3 7/16x4 3/8 | 140 | 6.0 | 107 | 52-2500 | 3-2 1/4x4 13/16 | N | WG T9 | 4 | Tim 53503H | SF | H | 5.14-7.20 | Tim 30020H | L4IH | 261 | 388 | a | TX | 35 7/8 | 6 15/16x2 7/8x3/16 | T |
| 18 | ..........11 | 1 1/2-2 | 655 | 127 | 164 | .... | 3450 | 6.00/20S | 7.00/20 | Her QXB3 | 6-3 1/4x4 1/8 | 205 | 5.2 | 143 | 65-3500 | 7-2 1/2x10 1/16 | N | WG T9 | 4 | Tim 53503H | SF | H | 5.14-6.20 | Tim 30020H | L4IH | 261 | 388 | a | TX | 51 5/8 | 7x2 7/8x7/32 | T |
| 19 | ..........12 | 1 1/2-2 | 680 | 127 | 164 | .... | 3450 | 6.00/20S | 7.00/20 | Her QXC3 | 6-3 3/8x4 1/8 | 221 | 5.5 | 154 | 70-3500 | 7-2 1/2x10 1/16 | N | WG T9 | 4 | Tim 53503H. | SF | H | 5.14-6.20 | Tim 30020H | L4IH | 261 | 388 | a | TX | 51 5/8 | 7x2 7/8x7/32 | T |
| 20 | ..........14 | 1 1/2-2 1/2 | 735 | 127 | 164 | .... | 3500 | 6.00/20S | 7.50/20 | Her QXC3 | 6-3 3/8x4 1/8 | 221 | 5.5 | 154 | 70-3500 | 7-2 1/2x10 1/16 | N | WG T9 | 4 | Tim 53521H | SF | H | 5.14-6.66 | Tim 30020H | L4IH | 255 | 402 | a | TX | 51 5/8 | 7x2 7/8x7/32 | T |
| 21 | (14)..........15 | 1 1/2-3 | 795 | 135 | 250 | .... | 4280 | 6.00/20†S | 7.50/20 | Her JXA | 6-3 3/8x4 1/4 | 228 | 5.2 | 155 | 70-2800 | 7-2 1/2x10 13/16 | Y | WG T9 | 4 | Tim 53308H | SF | H | 5.14-6.66 | Tim 30000H | L4IH | 299 | 478 | a | TX | 56 3/4 | 8 9/16x2 7/8x1/4 | T |
| 22 | (14)..........18 | 2-3 1/2 | 945 | 135 | 250 | .... | 4350 | 6.00/20D | 8.25/20 | Her JXB | 6-3 5/8x4 1/4 | 263 | 5.4 | 183 | 80-2800 | 7-2 1/2x10 13/16 | Y | WG T9 | 4 | Tim 53308H | SF | H | 5.14-6.66 | Tim 30003H | L4IHV | 302 | 528 | a | TX | 56 3/4 | 8 9/16x2 7/8x1/4 | T |
| 23 | (14)..........20 | 2-4 | 1150 | 135 | 250 | .... | 4850 | 6.50/20D | 8.25/20 | Her JXB | 6-3 5/8x4 1/4 | 263 | 5.4 | 183 | 80-2800 | 7-2 1/2x10 13/16 | Y | WG T9 | 4 | Tim 54411H | SF | H | 5.83-6.80 | Tim 31000H | L4IHV | 330 | 578 | a | TX | 56 3/4 | 8 9/16x2 7/8x1/4 | T |
| 24 | (14)..........28 | 2 1/2-4 1/2 | 1450 | 135 | 250 | .... | 5550 | 7.00/20D | 9.00/20 | Her JXC | 6-3 3/4x4 1/4 | 282 | 5.6 | 195 | 85-2800 | 7-2 1/2x10 13/16 | Y | Cla 185F | 4 | Tim 55411H | SF | H | 5.71-7.40 | Tim 31000H | L4IHV | 330 | 578 | a | TX | 56 3/4 | 8 9/16x2 7/8x1/4 | T |
| 25 | (14)..........29 | 3-5 | 1850 | 135 | 250 | .... | 5660 | 7.50/20D | 9.75/20 | Her JXD | 6-4x4 1/4 | 320 | 5.4 | 225 | 95-2800 | 7-2 1/2x10 13/16 | Y | Cla 205V | 5 | Tim 56411H | SF | H | 6.16-7.40 | Tim 32501H | L4IHV | 415 | 735 | a | TX | 56 3/4 | 8 9/16x2 7/8x1/4 | T |
| 26 | (14)........29H | 3-5 1/2 | 2080 | 135 | 250 | .... | 6000 | 8.25/20D | 9.75/20 | Her JXD | 6-4x4 1/4 | 320 | 5.4 | 225 | 95-2800 | 7-2 1/2x10 13/16 | Y | Cla 205V | 5 | Tim 58301H | SF | H | 6.83-7.80 | Tim 32501H | L4IHV | 504 | 844 | a | TX | 56 3/4 | 8 9/16x2 7/8x1/4 | T |
| 27 | (14)..........40 | 4-6 | 2800 | 135 | 250 | .... | 7200 | 9.00/20D | 10.50/20 | Wau 6MK | 6-4 1/8x4 3/4 | 381 | 6.1 | 273 | 98-2400 | 7-2 5/8x12 1/2 | Y | Cla 270V | 5 | Tim 58301H | SF | H | 5.57-7.80 | Tim 33000H | L4IHV | 504 | 844 | a | TX | 60 | 10 1/8x3 1/2x5/16 | T |
| 28 | (14)..........50 | 5-6 1/2 | 3375 | 135 | 250 | .... | 7900 | 9.00/20D | 10.50/20 | Wau 6MZ | 6-4 1/4x4 3/4 | 404 | 5.4 | 292 | 105-2400 | 7-2 5/8x12 1/2 | Y | Cla 270V | 5 | Tim 75733H | 2F | R | 6.85-9.41 | Tim 35011H | L4IHV | 504 | 844 | a | FD | 60 | 10 1/8x3 1/2x5/16 | T |
| 29 | (14)........50H | 5-7 1/2 | 3855 | 135 | 250 | .... | 8300 | 9.75/20D | 10.50/20 | Wau 6MZ | 6-4 1/4x4 3/4 | 404 | 5.4 | 292 | 105-2400 | 7-2 5/8x12 1/2 | Y | Cla 270V | 5 | Tim 76736H | 2F | R | 7.35-9.20 | Tim 35011H | L4IHV | 504 | 844 | a | FD | 60 | 10 1/8x3 1/2x9/16 | T |
| 30 | ..........62 | 6-7 1/2 | 5675 | 141 | 211 | .... | 10400 | 10.50/20D | 11.25/24 | Con 22R | 6-4 1/2x5 1/4 | 501 | 4.5 | 365 | 138-2400 | 7-2 3/4x14 1/8 | Y | Cla 326VO | 5 | Tim 76746W | 2F | R | 7.89-9.20 | Tim36000TW | Ws4IA | 620 | 921 | a | TD | 60 | 10 3/16x3 1/2x11/32 | TF |
| 31 | ..........63 | 6-7 1/2 | 5675 | 141 | 211 | .... | 10250 | 10.50/20D | 11.25/24 | Wau 6SRK | 6-4 5/8x5 1/8 | 517 | 4.6 | 350 | 115-2400 | 7-3x13 7/8 | Y | Cla 326VO | 5 | Tim 76746W | 2F | R | 7.89-9.20 | Tim36000TW | Ws4IA | 620 | 921 | a | TD | 60 | 10 3/16x3 1/2x11/32 | TF |
| 32 | ..........65 | 6-8 | 6425 | 141 | 211 | .... | 11800 | 10.50/24D | 11.25/24 | Con 22R | 6-4 1/2x5 1/4 | 501 | 4.5 | 365 | 138-2400 | 7-2 3/4x14 1/8 | Y | Cla 326VO | 5 | Tim 79733W | 2F | R | 8.59-10.11 | Tim36000TW | Ws4IA | 724 | 1051 | a | TD | 60 | 10 3/16x3 1/2x11/32 | TF |
| 33 | ..........66 | 6-8 | 6425 | 141 | 211 | .... | 11150 | 10.50/24D | 11.25/24 | Wau 6SRK | 6-4 5/8x5 1/8 | 517 | 4.6 | 350 | 115-2400 | 7-3x13 7/8 | Y | Cla 326VO | 5 | Tim 79733W | 2F | R | 8.59-10.11 | Tim36000TW | Ws4IA | 724 | 1051 | a | TD | 60 | 10 3/16x3 1/2x11/32 | TF |
| 34 | (14)...(c.o.e.) 75 | 1 1/2-3 | 980 | 104 | 215 | .... | 4280 | 6.00/20†S | 7.50/20 | Her JXA | 6-3 3/8x4 1/4 | 228 | 5.2 | 155 | 70-2800 | 7-2 1/2x10 13/16 | Y | WG T9 | 4 | Tim 53308H | SF | H | 5.14-6.66 | Tim 31100H | L4IH | 299 | 478 | a | TX | 60 | 8 9/16x2 7/8x1/4 | T |
| 35 | (14)...(c.o.e.) 80 | 2-4 | 1260 | 104 | 215 | .... | 4900 | 6.50/20D | 8.25/20 | Her JXB | 6-3 5/8x4 1/4 | 263 | 5.4 | 183 | 80-2800 | 7-2 1/2x10 13/16 | Y | WG T9 | 4 | Tim 54411H | SF | H | 5.83-6.80 | Tim 31102H | L4IHV | 330 | 578 | a | TX | 60 | 8 9/16x2 7/8x1/4 | T |
| 36 | (14). .(c.o.e.) 85 | 2 1/2-4 1/2 | 1565 | 104 | 215 | .... | 5600 | 7.00/20D | 9.00/20 | Her JXC | 6-3 3/4x4 1/4 | 282 | 5.6 | 195 | 85-2800 | 7-2 1/2x10 13/16 | Y | Cla 185F | 4 | Tim 55411H | SF | H | 5.71-7.40 | Tim 32502H | L4IHV | 374 | 654 | a | TX | 60 | 8 9/16x2 7/8x1/4 | T |
| 37 | (14)...(c.o.e.) 89 | 3-5 | 1945 | 104 | 215 | .... | 5720 | 7.50/20D | 9.75/20 | Her JXD | 6-4x4 1/4 | 320 | 5.4 | 225 | 95-2800 | 7-2 1/2x10 13/16 | Y | Cla 205V | 5 | Tim 56411H | SF | H | 6.16-7.40 | Tim 32502H | L4IHV | 415 | 735 | a | TX | 60 | 8 9/16x2 7/8x1/4 | T |
| 38 | (14).(c.o.e.) 89H | 3-5 1/2 | 2175 | 104 | 215 | .... | 6050 | 8.25/20D | 9.75/20 | Her JXD | 6-4x4 1/4 | 320 | 5.4 | 225 | 95-2800 | 7-2 1/2x10 13/16 | Y | Cla 205V | 5 | Tim 58301H | SF | H | 6.83-7.80 | Tim 32502H | L4IHV | 504 | 844 | a | TX | 60 | 8 9/16x2 7/8x1/4 | T |
| 39 | Ford Regular..91T | ...... | 580 | 134 | ... | .... | 3200 | 6.00/20†S | 7.50/20 | Own | 8-3 1/16x3 3/4 | 221 | ... | 150 | 85-3800 | 3-2.5x4.7 | N | Own | 4 | Own | FS | U | 5.14-6.67* | Own | O4IH | 303 | 506 | a | 2I | 60 | 7x2 3/4x.21 | C |
| 40 | Regular.....99T | ...... | 605 | 134 | ... | .... | 3210 | 6.00/20†S | 7.50/20 | Own | 8-3 3/16x3 3/4 | 239 | ... | 170 | 95-3600 | 3-2.5x4.7 | N | Own | 4 | Own | FS | U | 5.14-6.67* | Own | O4IH | 303 | 506 | a | 2I | 60 | 7x2 3/4x.21 | C |
| 41 | Regular ...917T | ...... | 605 | 157 | 191 | .... | 3260 | 6.00/20†S | 7.50/20 | Own | 8-3 1/16x3 3/4 | 221 | ... | 150 | 85-3800 | 3-2.5x4.7 | N | Own | 4 | Own | FS | U | 5.14-6.67* | Own | O4IH | 303 | 506 | a | 2I | 83 | 7x2 3/4x.21 | C |
| 42 | Regular....997T | ...... | 630 | 157 | 191 | .... | 3270 | 6.00/20†S | 7.50/20 | Own | 8-3 3/16x3 3/4 | 239 | ... | 170 | 95-3600 | 3-2.5x4.7 | N | Own | 4 | Own | FS | U | 5.14-6.67* | Own | O4IH | 303 | 506 | a | 2I | 83 | 7x2 3/4x.21 | C |
| 43 | COE......911W | ...... | 770 | 101 | ... | .... | 3250 | 6.00/20†S | 7.50/20 | Own | 8-3 1/16x3 3/4 | 221 | ... | 150 | 85-3800 | 3-2.5x4.7 | N | Own | 4 | Own | FS | U | 5.14-6.67* | Own | O4IH | 303 | 506 | a | 2I | 60 | 7x2 3/4x.21 | C |
| 44 | COE......991W | ...... | 795 | 101 | ... | .... | 3260 | 6.00/20†S | 7.50/20 | Own | 8-3 3/16x3 3/4 | 239 | ... | 170 | 95-3600 | 3-2.5x4.7 | N | Own | 4 | Own | FS | U | 5.14-6.67* | Own | O4IH | 303 | 506 | a | 2I | 60 | 7x2 3/4x.21 | C |
| 45 | COE.......91W | ...... | 795 | 134 | ... | .... | 3320 | 6.00/20†S | 7.50/20 | Own | 8-3 1/16x3 3/4 | 221 | ... | 150 | 85-3800 | 3-2.5x4.7 | N | Own | 4 | Own | FS | U | 5.14-6.67* | Own | O4IH | 303 | 506 | a | 2I | 93 | 7x2 3/4x.21 | C |
| 46 | COE.......99W | ...... | 820 | 134 | ... | .... | 3330 | 6.00/20†S | 7.50/20 | Own | 8-3 3/16x3 3/4 | 239 | ... | 170 | 95-3600 | 3-2.5x4.7 | N | Own | 4 | Own | FS | U | 5.14-6.67* | Own | O4IH | 303 | 506 | a | 2I | 93 | 7x2 3/4x.21 | C |
| 47 | COE......917W | ...... | 820 | 157 | ... | .... | 3390 | 6.00/20†S | 7.50/20 | Own | 8-3 1/16x3 3/4 | 221 | ... | 150 | 85-3800 | 3-2.5x4.7 | N | Own | 4 | Own | FS | U | 5.14-6.67* | Own | O4IH | 303 | 506 | a | 2I | 116 | 7x2 3/4x.21 | C |
| 48 | COE......997W | ...... | 845 | 157 | ... | .... | 3400 | 6.00/20†S | 7.50/20 | Own | 8-3 3/16x3 3/4 | 239 | ... | 170 | 95-3600 | 3-2.5x4.7 | N | Own | 4 | Own | FS | U | 5.14-6.67* | Own | O4IH | 303 | 506 | a | 2I | 116 | 7x2 3/4x.21 | C |
| 49 | One Tonner...92Y | ...... | 535 | 122 | ... | .... | 2485 | 6.00/17*S | 7.50/17 | Own | 8-2.6x3.2 | 136 | ... | 94 | 60-3500 | 3-2x4.33 | N | Own | 3 | Own | FS | U | **-6.67 | Own | O4IH | 187 | 308 | a | 2I | 48 | 6x2 1/4x.19 | C |
| 50 | One Tonner...91Y | ...... | 550 | 122 | ... | .... | 2670 | 6.00/17*S | 7.50/17 | Own | 8-3 1/16x3 3/4 | 221 | ... | 150 | 85-3800 | 3-2.5x4.7 | N | Own | 3 | Own | FS | U | **-4.86 | Own | O4IH | 187 | 308 | a | 2I | 48 | 6x2 1/4x.19 | C |
| 51 | Comm. Car...922C | ...... | 445 | 112 | ... | .... | 1900 | 6.00/16S | 6.50/16 | Own | 8-2.6x3.2 | 136 | ... | 94 | 60-3500 | 3-2x4.33 | N | Own | 3 | Own | S 3/4 | U | 4.11-4.44 | Own | O4IH | 162 | 264 | a | 2I | 38 | 5 1/2x2x.11 | Tlx |
| 52 | Comm. Car....91C | ...... | 460 | 112 | ... | .... | 2085 | 6.00/16S | 6.50/16 | Own | 8-3 1/16x3 3/4 | 221 | ... | 150 | 85-3800 | 3-2.5x4.7 | N | Own | 3 | Own | S 3/4 | U | 3.78-4.11 | Own | O4IH | 162 | 264 | a | 2I | 38 | 5 1/2x2x.11 | Tlx |
| 53 | General (4) AC-100 | 1/2 | 460 | 113 | 123 | .... | 2390 | 6.00/16S | 15-7.50S | Own 228 | 6-3 9/16x3 13/16 | 228 | 6.2 | ... | ........ | 4-2 21/32x4 15/32 | N | Own | 3 | Own | S 1/2 | U | **-4.11 | Own | O4IH | 168 | 242 | c | 2I | 38 1/4 | 5 3/4x2 1/4x9/64 | C |
| 54 | Motors..AC-150 | 3/4 | 535 | 123 | ... | .... | 2560 | 7.00/15S | 15-7.50S | Own 228 | 6-3 9/16x3 13/16 | 228 | 6.2 | ... | ........ | 4-2 21/32x4 15/32 | N | Own | 3 | Own | S 1/2 | U | **-4.11 | Own | O4IH | 168 | 242 | c | 2I | 48 1/2 | 5 27/32x2 9/32x3/16 | C |
| 55 | ........AC-251 | 1-1 1/2 | 550 | 113 | ... | .... | 2815 | 7.00/16S | 7.00/16 | Own 228 | 6-3 9/16x3 13/16 | 228 | 6.2 | ... | ........ | 4-2 21/32x4 15/32 | N | Own | 3 | Own | SF | H | 4.57-5.14 | Own | O4IH | 200 | 297 | cC | 2I | 37 3/4 | 6 15/16x2 3/8x3/16 | T |
| 56 | ........AC-252 | 1-1 1/2 | 555 | 133 | ... | .... | 2870 | 7.00/16S | 7.00/16 | Own 228 | 6-3 9/16x3 13/16 | 228 | 6.2 | ... | ........ | 4-2 21/32x4 15/32 | N | Own | 3 | Own | SF | H | 4.57-5.14 | Own | O4IH | 200 | 297 | cC | 2I | 57 3/4 | 6 15/16x2 3/8x3/16 | T |
| 57 | ........AC-300 | 1 1/2-3 1/2 | 575 | 133 | 158 | .... | 3570 | 6.00/20†S | 7.50/20 | Own 228 | 6-3 9/16x3 13/16 | 228 | 6.2 | ... | ........ | 4-2 21/32x4 15/32 | N | Own | 4 | Own | SF | H | 5.67-6.20 | Own | O4IH | 337 | 478 | C | 2I | 57 3/4 | 7x2 3/8x7/32 | T |
| 58 | ........AC-350 | 1 1/2-4 | 795 | 133 | 193 | .... | 4270 | 6.00/20†S | 8.25/20 | Own 228 | 6-3 9/16x3 13/16 | 228 | 6.2 | 180 | 80-3000 | 4-2 21/32x4 15/32 | N | Own | 4 | Own | SF | H | 5.67-6.67 | Own | O4IH | 337 | 478 | C | 2I | 60 | 8x2 1/2x7/32 | T |
| 59 | ........AC-400 | 1 1/2-4 1/2 | 950 | 133 | 193 | .... | 4450 | 6.00/20D | 34x7 | Own 248 | 6-3 11/16x3 7/8 | 248 | 6.2 | 196 | 88-3000 | 4-2 21/32x4 15/32 | Y | Own | 4 | Own | SF | H | 5.67-6.67 | Own | O4IHV | 340 | 483 | CN | TX | 60 | 8 1/4x3x1/4 | T |
| 60 | ........AC-450 | 1 1/2-5 | 1125 | 133 | 193 | .... | 4835 | 6.50/20D | 34x7 | Own 248 | 6-3 11/16x3 7/8 | 248 | 6.2 | 196 | 88-3000 | 4-2 21/32x4 15/32 | Y | Own | 4 | Own | SF | H | 5.71-7.40 | Own | L4IHV | 342 | 534 | CN | TX | 60 | 8 1/4x3x1/4 | T |
| 61 | ........AC-500 | 2-5 | 1465 | 136 | 196 | .... | 5870 | 7.00/20D | 9.00/20 | Own 278 | 6-3 13/16x4 1/16 | 278 | 6.0 | 220 | 100-2800 | 7-2 1/4x10 3/4 | Y | Own | 4 | Own | SF | H | 5.71-7.40 | Own | L4IHV | 342 | 534 | CN | TX | 60 | 8 1/4x3 1/2x1/4 | T |
| 62 | ........AC-550 | 2-5 1/2 | 1795 | 136 | 196 | .... | 5970 | 7.50/20D | 9.75/20 | Own 278 | 6-3 13/16x4 1/16 | 278 | 6.0 | 220 | 100-2800 | 7-2 1/4x10 3/4 | Y | Own | 5 | Own | SF | H | 5.63-7.20 | Own | L4IHV | 386 | 613 | CN | TX | 60 | 8 1/4x3 1/2x1/4 | T |
| 63 | ........AC-600 | 2 1/2-6 | 2010 | 136 | 196 | .... | 6660 | 7.50/20D | 9.75/20 | Own 308 | 6-3 15/16x4 1/8 | 308 | 6.1 | 244 | 107-2600 | 7-2 1/4x10 3/4 | Y | Own | 5 | Own | SF | H | 5.63-7.16 | Own | L4IHV | 389 | 663 | N | TX | 60 | 8 11/16x3 1/2x1/4 | T |
| 64 | ........AC-650 | 2 1/2-6 1/2 | 2455 | 136 | 196 | .... | 7130 | 8.25/20D | 10.50/20 | Own 308 | 6-3 15/16x4 1/8 | 308 | 6.1 | 244 | 107-2600 | 7-2 1/4x10 3/4 | Y | Own | 5 | Own | SF | H | 5.63-7.16 | Own | L4IHV | 480 | 769 | N | TX | 60 | 8 11/16x3 1/2x1/4 | T |
| 65 | ........AC-700 | 3-7 | 3235 | 136 | 196 | .... | 7860 | 8.25/20D | 10.50/20 | Own 361 | 6-4 1/16x4 5/8 | 361 | 6.0 | 284 | 118-2500 | 7-3x11 7/8 | Y | Own | 5 | Own | SF | R | 5.63-7.16 | Own | L4IHV | 528 | 849 | N | TX | 60 | 9 1/16x3 1/2x1/4 | T |
| 66 | ........AC-800 | 4-8 | 4695 | 136 | 196 | .... | 9240 | 9.00/20D | 11.25/20 | Own 426 | 6-4 3/8x5 | 426 | 6.0 | 340 | 141-2400 | 7-3x11 7/8 | Y | Own | 5 | Own | 2F | R | 7.38-9.41 | Own | TW4IA | 617 | 923 | N | TX | 60 | 9 1/16x3 1/2x5/16 | TL |
| 67 | ........AC-850 | 5-10 | 5215 | 136 | 196 | .... | 9795 | 9.00/20D | 11.25/24 | Own 451 | 6-4 1/2x5 | 451 | 6.0 | 368 | 146-2400 | 7-3x11 7/8 | Y | Own | 5 | Own | 2F | R | 7.34-9.19 | Own | TW4IA | 617 | 923 | N | TX | 60 | 9 1/16x3 1/2x5/16 | TL |
| 68 | ..(c.o.e.) Sp. Del | 1 | 1385 | 112 | ... | .... | 2820 | 7.00/16S | 7.50/18S | Own 230 | 6-3 5/16x4 3/8 | 230 | 6.2 | ... | ........ | 4-2 11/16x5 1/8 | Y | Own | 3 | Own | SF | H | 4.57-5.14 | Own | O4IH | 200 | 297 | cC | 2I | .... | ........ | ... |
| 69 | ..(c.o.e.) AF-300 | 1 1/2-4 | 745 | 108 | 157 | .... | 3910 | 6.00/20†S | 7.50/20 | Own 228 | 6-3 9/16x3 13/16 | 228 | 6.2 | 180 | 80-3000 | 4-2 21/32x4 15/32 | N | Own | 4 | Own | SF | H | 5.67-6.20 | Own | O4IH | 337 | 478 | C | 2I | 64 | 7x2 3/8x7/32 | T |
| 70 | ..(c.o.e.) AF-350 | 1 1/2-4 1/2 | 910 | 108 | 193 | .... | 4510 | 6.00/20†S | 8.25/20 | Own 228 | 6-3 9/16x3 13/16 | 228 | 6.2 | 180 | 80-3000 | 4-2 21/32x4 15/32 | N | Own | 4 | Own | SF | H | 5.67-6.67 | Own | LO4IH | 349 | 478 | C | 2I | 64 | 8x2 1/2x7/32 | T |
| 71 | ..(c.o.e.) AF-400 | 1 1/2-5 | 1095 | 108 | 193 | .... | 4670 | 6.00/20D | 34x7 | Own 248 | 6-3 11/16x3 7/8 | 248 | 6.2 | 196 | 88-3000 | 4-2 21/32x4 15/32 | Y | Own | 4 | Own | SF | H | 5.67-6.67 | Own | LO4IHV | 352 | 483 | CN | TX | 64 | 8 1/4x3x1/4 | T |
| 72 | ..(c.o.e.) AF-450 | 1 1/2-5 | 1270 | 108 | 193 | .... | 5045 | 6.50/20D | 34x7 | Own 248 | 6-3 11/16x3 7/8 | 248 | 6.2 | 196 | 88-3000 | 4-2 21/32x4 15/32 | Y | Own | 4 | Own | SF | H | 5.71-7.40 | Own | L4IHV | 342 | 534 | CN | TX | 64 | 8 1/4x3x1/4 | T |
| 73 | ..(c.o.e.) AF-500 | 2-5 1/2 | 1640 | 108 | 196 | .... | 6075 | 7.00/20D | 9.00/20 | Own 278 | 6-3 13/16x4 1/16 | 278 | 6.0 | 220 | 100-2800 | 7-2 1/4x10 3/4 | Y | Own | 5 | Own | SF | H | 5.71-7.40 | Own | L4IHV | 345 | 584 | N | TX | 64 | 8 3/8x3 1/2x1/4 | T |
| 74 | ..(c.o.e.) AF-550 | 2-6 | 1970 | 108 | 196 | .... | 6175 | 7.50/20D | 9.75/20 | Own 278 | 6-3 13/16x4 1/16 | 278 | 6.0 | 220 | 100-2800 | 7-2 1/4x10 3/4 | Y | Own | 5 | Own | SF | H | 5.63-7.20 | Own | L4IHV | 380 | 663 | N | TX | 64 | 8 3/4x3 1/2x1/4 | T |
| 75 | ..(c.o.e.) AF-600 | 2 1/2-6 1/2 | 2205 | 108 | 196 | .... | 6645 | 7.50/20D | 9.75/20 | Own 308 | 6-3 15/16x4 1/8 | 308 | 6.1 | 244 | 107-2600 | 7-2 1/4x10 3/4 | Y | Own | 5 | Own | SF | H | 5.63-7.16 | Own | L4IHV | 437 | 743 | N | TX | 64 | 8 11/16x3 1/2x1/4 | T |
| 76 | ..(c.o.e.) AF-650 | 2 1/2-7 | 2650 | 108 | 196 | .... | 7125 | 8.25/20D | 10.50/20 | Own 308 | 6-3 15/16x4 1/8 | 308 | 6.1 | 244 | 107-2600 | 7-2 1/4x10 3/4 | Y | Own | 5 | Own | SF | R | 5.63-7.16 | Own | L4IHV | 528 | 849 | N | TX | 64 | 8 11/16x3 1/2x1/4 | T |
| 77 | ..(c.o.e.) AF-700 | 3 1/2-8 | 3460 | 108 | 196 | .... | 7965 | 8.25/20D | 10.50/20 | Own 361 | 6-4 1/16x4 5/8 | 361 | 6.0 | 284 | 118-2500 | 7-3x11 7/8 | Y | Own | 5 | Own | SF | R | 5.63-7.16 | Own | L4IHV | 511 | 869 | N | TX | 64 | 9 1/16x3 1/2x1/4 | T |
| 78 | ..(c.o.e.) AF-800 | 4-10 | 4920 | 108 | 196 | .... | 9395 | 9.00/20D | 11.25/20 | Own 426 | 6-4 3/8x5 | 426 | 6.0 | 340 | 141-2400 | 7-3x11 7/8 | Y | Own | 5 | Own | 2F | R | 7.38-9.41 | Own | TW4IA | 617 | 923 | N | TX | 64 | 9 1/16x3 1/2x5/16 | TL |
| 79 | ..(c.o.e.) AF-850 | 5-12 | 5325 | 108 | 196 | .... | 9805 | 9.00/20D | 11.25/24 | Own 451 | 6-4 1/2x5 | 451 | 6.0 | 368 | 146-2400 | 7-3x11 7/8 | Y | Own | 5 | Own | 2F | R | 7.34-9.19 | Own | TW4IA | 617 | 923 | N | TX | 64 | 9 1/16x3 1/2x5/16 | TL |
| 80 | ....(D) ADC-500 | 2-5 | 3300 | 136 | 196 | .... | 6715 | 7.00/20D | 9.00/20 | Own 3-71S | 3-4 1/4x5 | 213 | 16 | 230 | 65-2000 | 4-3 1/2x4 3/4 | Y | Own | 5 | Own | SF | H | 5.71-6.29 | Own | L4IHV | 342 | 534 | CN | TX | 60 | 8 3/8x3 1/2x1/4 | T |
| 81 | (c.o.e.)(D) ADF500 | 2-5 1/2 | 3475 | 108 | 196 | .... | 6925 | 7.00/20D | 9.00/20 | Own 3-71S | 3-4 1/4x5 | 213 | 16 | 230 | 65-2000 | 4-3 1/2x4 3/4 | Y | Own | 5 | Own | SF | H | 5.71-6.29 | Own | L4IHV | 345 | 584 | N | TX | 64 | 8 3/8x3 1/2x1/4 | T |
| 82 | ....(D) ADC-600 | 2 1/2-6 | 3895 | 136 | 196 | .... | 7570 | 7.50/20D | 9.75/20 | Own 3-71 | 3-4 1/4x5 | 213 | 16 | 263 | 83-2000 | 4-3 1/2x4 3/4 | Y | Own | 5 | Own | SF | H | 5.71-6.29 | Own | L4IHV | 345 | 584 | N | TX | 60 | 8 3/8x3 1/2x1/4 | T |
| 83 | (c.o.e.)(D) ADF600 | 2 1/2-6 1/2 | 4090 | 108 | 196 | .... | 7560 | 7.50/20D | 9.75/20 | Own 3-71 | 3-4 1/4x5 | 213 | 16 | 263 | 83-2000 | 4-3 1/2x4 3/4 | Y | Own | 5 | Own | SF | H | 5.63-7.16 | Own | L4IHV | 389 | 663 | N | TX | 64 | 8 11/16x3 1/2x1/4 | T |
| 84 | ....(D) ADC-700 | 3 1/2-7 | 5385 | 136 | 196 | .... | 8850 | 8.25/20D | 10.50/20 | Own 4-71S | 4-4 1/4x5 | 284 | 16 | 308 | 86-2000 | 5-3 1/2x5 11/16 | Y | Own | 5 | Own | SF | R | 5.63-6.48 | Own | L4IHV | 437 | 743 | N | TX | 60 | 8 11/16x3 1/2x1/4 | T |
| 85 | (c.o.e.)(D) ADF700 | 3 1/2-8 | 5610 | 108 | 196 | .... | 8960 | 8.25/20D | 10.50/20 | Own 4-71S | 4-4 1/4x5 | 284 | 16 | 308 | 86-2000 | 5-3 1/2x5 11/16 | Y | Own | 5 | Own | SF | R | 5.63-6.43 | Own | L4IHV | 511 | 869 | N | TX | 64 | 9 1/16x3 1/2x1/4 | T |

† Rear 32 x 6. * Rear 7.00/17. †† Rear 7.50/16. (E) For export only.

† Rear 32 x 6. * Rear 7.00/17. †† Rear 7.50/16. (E) For export only.

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 86 | ...(D) ADC-800 | 4-8 | 6550 | 136 | 196 | ..... | 10065 | 9.00/20D | 11.25/20 | Own 4-71 | 4-4¼x5 | 284 | 16 | 350 | 110-2000 | 5-3½x5 11/16 | Y | Own | 5 | Own | 2F | R | 7.38-8.64 | Own | TW4IA | 617 | 923 | N | TX | 60 | 9 1/16x3½x3/16 | T |
| 87 | (c.o.e.)(D) ADF800 | 4-10 | 6775 | 108 | 196 | ..... | 10235 | 9.00/20D | 11.25/20 | Own 4-71 | 4-4¼x5 | 284 | 16 | 350 | 110-2000 | 5-3½x5 11/16 | Y | Own | 5 | Own | 2F | R | 7.38-8.64 | Own | TW4IA | 617 | 923 | N | TX | 64 | 9 1/16x3½x3/16 | T |
| 88 | ...(D) ADC-850 | 5-10 | 7000 | 136 | 196 | ..... | 10620 | 9.00/20D | 11.25/24 | Own 4-71 | 4-4¼x5 | 284 | 16 | 350 | 110-2000 | 5-3½x5 11/16 | Y | Own | 5 | Own | 2F | R | 7.34-9.19 | Own | TW4IA | 617 | 923 | N | TX | 60 | 9 1/16x3½x3/16 | T |
| 89 | (c.o.e.)(D) ADF850 | 5-12 | 7110 | 108 | 196 | ..... | 10650 | 9.00/20D | 11.25/24 | Own 4-71 | 4-4¼x5 | 284 | 16 | 350 | 110-2000 | 5-3½x5 11/16 | Y | Own | 5 | Own | 2F | R | 7.34-9.19 | Own | TW4IA | 417 | 923 | N | TX | 64 | 9 1/16x3½x3/16 | T |
| 90 | Gramm........15A | 1½-2 | 735 | 136 | 220 | 9500 | 3000 | 6.00/20S | 7.00/20 | Her QXB3 | 6-3¼x4⅛ | 205 | 5.5 | 185 | 61-3100 | 7-2½x10 1/16 | N | WG T9 | 4 | Cla R650 | SF | H | 5.62-6.28 | Cla F182 | L4IH | 210 | 352 | a | TX | 55 | 7 1/16x2¾x7/32 | T |
| 91 | ........25A | 1½-2 | 765 | 136 | 220 | 11500 | 3200 | 6.00/20S | 34x7 | Her QXB3 | 6-3¼x4⅛ | 205 | 5.5 | 135 | 61-3100 | 7-2½x10 1/16 | N | WG T9 | 4 | Cla R750 | SF | H | 5.1-6.8 | Cla F182 | L4IH | 240 | 392 | a | TX | 55 | 7 1/16x2¾x7/32 | T |
| 92 | ........30A | 2-3 | 795 | 136 | 220 | 12000 | 3300 | 6.00/20S | 34x7 | Her JXA | 6-3⅜x4¼ | 228 | 5.7 | 154 | 66-2800 | 7-2½x10 11/16 | N | WG T9 | 4 | Cla R750 | SF | H | 5.1-6.8 | Cla F266 | L4IH | 256 | 432 | a | TX | 55 | 7 1/16x2¾x7/32 | T |
| 93 | ........40A | 2½-3½ | 895 | 136 | 220 | 13000 | 3650 | 6.00/20S | 8.25/20 | Her JXB | 6-3⅝x4¼ | 263 | 5.8 | 168 | 71-2800 | 7-2½x10 11/16 | N | WG T9 | 4 | Tim 53300 | SF | H | 4.57-6.6 | Cla F266 | L4IH | 276 | 442 | a | TX | 55 | 7 1/16x2¾x7/32 | T |
| 94 | ........45A | 2½-4 | 1045 | 136 | 220 | 14000 | 4000 | 6.00/20S | 8.25/20 | Her JXB | 6-3⅝x4¼ | 263 | 5.8 | 168 | 71-2800 | 7-2½x10 11/16 | N | WG T9 | 4 | Tim 54411 | SF | H | 4.12-6.8 | Cla F266 | L4IH | 360 | 568 | a | TX | 55 | 7 1/16x2¾x7/32 | T |
| 95 | ........50A | 3-4 | 1295 | 136 | 220 | 16000 | 4600 | 6.50/20D | 8.25/20 | Her JXB | 6-3⅝x4¼ | 263 | 5.8 | 168 | 71-2800 | 7-2½x10 11/16 | N | WG T9 | 4 | Tim 54411 | SF | H | 4.12-6.8 | Tim 31000 | L4IHV | 388 | 578 | a | TX | 55 | 10x2¾x11/32 | P |
| 96 | ........55A | 3-4½ | 1395 | 136 | 220 | 16000 | 4700 | 6.50/20D | 8.25/20 | Her JXC | 6-3¾x4¼ | 282 | 5.7 | 182 | 76-2800 | 7-2½x10 11/16 | N | Cla 185F | 4 | Tim 54411 | SF | H | 4.12-6.8 | Tim 31000 | L4IHV | 388 | 578 | a | TX | 55 | 10x2¾x11/32 | P |
| 97 | ........70A | 3½-4½ | 1625 | 136 | 220 | 17000 | 5200 | 7.00/20D | 9.75/20 | Her JXC | 6-3¾x4¼ | 282 | 5.7 | 182 | 76-2800 | 7-2½x10 11/16 | N | Cla 200V | 5 | Tim 56410 | SF | H | 4.44-7.4 | Tim 31000 | L4IHV | 388 | 578 | a | TX | 55 | 10x2¾x11/32 | P |
| 98 | ........75A | 3½-5 | 1795 | 136 | 220 | 18000 | 5300 | 7.00/20D | 9.75/20 | Her JXD | 6-4x4¼ | 320 | 5.7 | 212 | 88-2800 | 7-2½x10 11/16 | N | Cla 200V | 5 | Tim 56410 | SF | H | 4.44-7.4 | Tim 31000 | L4IHV | 388 | 578 | a | TX | 55 | 10x2¾x11/32 | P |
| 99 | ........85A | 4-5½ | 1995 | 136 | 220 | 21000 | 5700 | 7.50/20D | 10.50/20 | Her JXD | 6-4x4¼ | 320 | 5.7 | 212 | 88-2800 | 7-2½x10 11/16 | N | Cla 200V | 5 | Tim 58200 | SF | H | 5.25-7.8 | Tim 32500 | L4IHV | 436 | 660 | a | TX | 55 | 10x2¾x11/32 | P |
| 100 | (D)....DJX40A | 2½-3½ | 1995 | 136 | 220 | 13000 | 3950 | 6.00/20S | 8.25/20 | Her DJXB | 6-3½x4½ | 260 | 14.5 | 178 | 77-2600 | 7-3x10 7/32 | Y | Cla 185F | 4 | Tim 53300 | SF | H | 4.57-5.66 | Cla 266F | L4IH | 277 | 442 | a | TX | 55 | 7 1/16x2¾x7/32 | T |
| 101 | (D)....DJX55A | 3-4½ | 2595 | 136 | 220 | 16000 | 5000 | 6.50/20D | 8.25/20 | Her DJXB | 6-3½x4½ | 260 | 14.5 | 178 | 77-2600 | 7-3x10 7/32 | Y | Cla 185F | 4 | Tim 54411 | SF | H | 4.12-6.8 | Tim 31000 | L4IHV | 388 | 578 | a | TX | 55 | 10x2¾x11/32 | P |
| 102 | (D)....DJX70A | 3½-4½ | 2845 | 136 | 220 | 17000 | 5500 | 7.00/20D | 9.75/20 | Her DJXB | 6-3½x4½ | 260 | 14.5 | 178 | 77-2600 | 7-3x10 7/32 | Y | Cla 200V | 5 | Tim 56410 | SF | H | 4.4-7.4 | Tim 31000 | L4IHV | 388 | 578 | a | TX | 55 | 10x2¾x11/32 | P |
| 103 | (D)....DJX75A | 3½-5 | 2995 | 136 | 220 | 18000 | 5600 | 7.00/20D | 9.75/20 | Her DJXC | 6-3¾x4½ | 298 | 14.5 | 194 | 84-2600 | 7-3x10 7/32 | Y | Cla 200V | 5 | Tim 56410 | SF | H | 4.4-7.4 | Tim 31000 | L4IHV | 388 | 578 | a | TX | 55 | 10x2¾x11/32 | P |
| 104 | (D)....DJX85A | 4-5½ | 3195 | 136 | 220 | 21000 | 6000 | 7.50/20D | 10.50/20 | Her DJXC | 6-3¾x4½ | 298 | 14.5 | 194 | 84-2600 | 7-3x10 7/32 | Y | Cla 200V | 5 | Tim 58200 | SF | H | 5.25-7.8 | Tim 32500 | L4IHV | 436 | 660 | a | TX | 55 | 10x2¾x11/32 | P |
| 105 | ........EY190 | 3 | 3595 | 190 | 190 | 16000 | 6750 | 7.50/20D | 9.00/20 | Con 20R | 4⅛x4¾ | 380 | 4.7 | 238 | 88-2400 | 7-2¾x13 1/16 | Y | Co Rus4 | 4 | Tim 58200H | BF | H | 4.55*7.8 | Tim 32500 | L4IHV | 375 | .... | a | TD | 90 | 8¾x3¼x¼ | LDX |
| 106 | ........GY | 4 | 4345 | 190 | 210 | 18000 | 7700 | 8.25/20D | 9.75/20 | Con 21R | 6-4⅜x4¾ | 428 | 4.6 | 268 | 100-2200 | 7-2¾x13 1/16 | Y | Co Rus | 4 | Wis 69317H | 2F | H | 5.9 *8.4 | Tim 32500 | L4IHV | 375 | .... | a | TD | 119 1/16 | 8¾x3¼x¼ | LDX |
| 107 | ........GF | 4-6 | 5500 | 150 | 225 | 24000 | 9050 | 9.75/20D | 10.50/20 | Her HXC | 6-5¼x6 | 779 | 4.5 | 505 | 143-1600 | 7-3½x17 | N | BL 744 | 4 | Wis 1237H | 2F | H | 4.29*7.2 | Tim 33000 | L4IHV | 466 | .... | a | TD | 67 | 12x2½x¼ | TP |
| 108 | ........GW | 5-7½ | 5175 | 157 | 240 | 28000 | 9500 | 9.00/20D | 11.25/20 | Con 21R | 6-4⅜x4¾ | 428 | 4.1 | 268 | 100-2200 | 7-2¾x13 1/16 | Y | Cla R900 | 5 | Wis 1627KW | 2F | H | 6.3 *8.0 | Tim 27450 | Ws4IA | 576 | .... | a | TD | 73⅞ | 12x2½x¼ | TP |
| 109 | (D)......GWD | 5-7½ | 6495 | 157 | 240 | 30000 | 10000 | 10.50/20D | 11.25/20 | Cum H Die. | 6-4⅞x6 | 672 | 17. | 440 | 125-1800 | 7-3¼x16½ | Y | BL 735 | 5 | Wis 1737KW | 2F | H | 5.75*8.0 | Tim 27450 | Ws4IA | 576 | .... | a | TD | 73⅞ | 12x2½x¼ | TP |
| 110 | ........HY | 5 | 6595 | 210 | 236 | 22000 | 10100 | 9.00/20D | 9.75/20 | Con 16H | 6-4¾x5¾ | 611 | 4.1 | 382 | 127-2300 | 7-3x13 11/16 | Y | Fu HU16 | 4 | Wis12527KW | 2F | H | 4.00*8.0 | Tim 27450 | Ws4IA | 576 | .... | a | TD | 141⅛ | 8¾x3¼x¼ | LDX |
| 111 | Hudson........90 | ½ | 553 | 112 | 112 | 4500 | ..... | 6.00/16S | 7.00/15S | Own | 6-3x4⅛ | 175 | 6.5 | 138 | 86-4000 | 3-2⅜x5¾ | N | Own | 3 | Own | S½ | H | 4.55-4.11 | Own | B4IH | 155 | .... | P | 2I | 32¼ | 7⅜x⅛x1¾ | CX |
| 112 | ........98 | ¾ | 592 | 119 | 119 | 5100 | ..... | 6.00/16S | 7.00/15S | Own | 6-3x5 | 212 | 6.2 | 160 | 96-3900 | 3-2⅜x5¾ | N | Own | 3 | Own | S½ | H | **-4.55 | Own | B4IH | 155 | .... | P | 2I | 39¼ | 7⅜x⅛x1¾ | CX |
| 113 | Hug........83W | 2½ | 2350 | 125 | 125 | 16520 | 6520 | 8.25/20D | 9.00/20 | Wau 6BK | 6-3¾x4¼ | 282 | ... | 188 | 85-3000 | 7-2⅝x | Y | Fu 5B33 | 5 | Cla 1300 | SF | H | **-7.16 | Cla F320 | L4IHV | 399 | .... | a | TD | 72 | 7x3 11/32x11/32 | I |
| 114 | ........85W | 3½ | 2750 | 125 | 125 | 19850 | 7350 | 9.00/20D | 9.75/20 | Wau 6BZ | 6-4x4¼ | 320 | 5.1 | 212 | 87-2800 | 7-2⅝x | Y | Fu 5A43 | 5 | Cla B805 | SF | H | **-7.71 | Shu 632 | L4IHV | 415 | .... | a | TD | 72 | 7x3⅝x11/32 | I |
| 115 | ........87W | 3-5 | 3550 | 134 | 134 | 20690 | 8190 | 9.00/20D | 9.75/20 | Wau 6MZ | 6-4¼x4¾ | 404 | 5.3 | 280 | 95-2500 | 7-2⅝x | Y | Fu 5A43 | 5 | Wis 1337BM | 2F | H | **-8.59 | Shu 625 | W2MV | 331 | .... | a | TD | 84 | 8x4 3/16x11/32 | I |
| 116 | ........42 | 3-6 | 3500 | 140 | 198 | 22000 | 6660 | 9.00/20D | 9.75/20 | Bud K369 | 6-4 1/16x4¾ | 369 | 4.8 | 234 | 99-2800 | 7-3x11½ | Y | Fu 5A430 | 5 | Cla B805 | SF | H | 5.75-7.16 | Cla F320 | L4IHV | 415 | 687 | a | TD | 62 | 8x3x¼ | T |
| 117 | ......(D) D42 | 3-6 | 5300 | 140 | 198 | 22000 | 7660 | 9.00/20D | 9.75/20 | Bud 6LD415 | 6-4x5½ | 415 | 12 | 308 | 105-2200 | 7-3x11½ | Y | Fu 5A620 | 5 | Cla B805 | SF | H | 5.75-7.16 | Cla F320 | L4IHV | 415 | 687 | a | TD | 62 | 8x3x¼ | T |
| 118 | ........43 | 4-8 | 4375 | 140 | 198 | 26000 | 7000 | 9.75/20D | 10.50/20 | Bud K428 | 6-4⅜x4¾ | 428 | 4.8 | 280 | 107-2600 | 7-3x11½ | Y | Fu 5A620 | 5 | Wis 1337 | 2F | H | 5.63-8.59 | Shu 632 | L4IHV | 620 | 890 | a | TD | 62 | 8x3x¼ | T |
| 119 | ......(D) D43 | 4-8 | 6375 | 140 | 198 | 26000 | 8000 | 9.75/20D | 10.50/20 | Bud 6LD468 | 6-4¼x5½ | 468 | 12 | 346 | 118-2200 | 7-3x11½ | Y | Fu 5A620 | 5 | Wis 1337 | 2F | H | 5.63-8.59 | Shu 632 | L4IHV | 620 | 890 | a | TD | 62 | 8x3x¼ | T |
| 120 | ....(D) D43L | 6-12 | 7600 | 140 | 198 | 30000 | 10500 | 10.50/20D | 11.25/20 | Cum HB6 | 6-4⅞x6 | 672 | 17 | 500 | 150-1800 | 7-4½x16 | Y | Spi 7351 | 5 | Tim 79721 | 2F | H | 5.34-7.97 | Shu 678 | W4IA | 618 | 875 | a | TD | 62 | 9¼x3x3/16 | T |
| 121 | ...(D) (T) HC | 4-6 | 5575 | 113 | 113 | 40000 | 7260 | 9.00/20D | 9.75/20 | Cat D4600 | 6-4¼x5½ | 468 | 15 | 274 | 72-1800 | 7-3x14 | Y | Fu 5A620 | 5 | Cla B805 | SF | H | 5.75-7.16 | Shu 632 | L4IHV | 506 | 887 | a | TD | 75 | 9¼x3x3/16 | T |
| 122 | ........70K | 3-5 | 4175 | 134 | 134 | 22000 | 8190 | 9.00/20D | 9.75/20 | Bud K369 | 6-4 1/16x4¾ | 369 | 4.8 | 234 | 99-2800 | 7-3x11½ | Y | Fu 5A43 | 5 | Wis 1337 | 2F | T | 5.63-8.59 | Shu 625 | W2MV | 331 | 542 | a | TD | 84 | 8x4 11/32x11/32 | I |
| 123 | ........87Q | 5-7 | 5350 | 134 | 134 | 31000 | 9500 | 11.25/20D | 11.25/20 | Bud K428 | 6-4⅜x4¾ | 428 | 4.8 | 280 | 107-2600 | 7-3x11½ | Y | Fu 5A62 | 5 | Wis 1910 | 2F | T | 8.88-10.0 | Shu 655 | W2MV | 360 | 540 | a | TD | 84 | 8x4 11/32x11/32 | I |
| 124 | .....(D) D87Q | 5-7 | 7450 | 134 | 134 | 32000 | 10700 | 11.25/20D | 11.25/20 | Bud 6LD468 | 6-4¼x5½ | 468 | 12 | 346 | 118-2200 | 7-3x11½ | Y | Fu 5A62 | 5 | Wis 1910 | 2F | T | 8.88-10.0 | Shu 655 | W2MV | 360 | 540 | a | TD | 84 | 8x4 11/32x11/32 | I |
| 125 | ........92U | 5-7 | 5550 | 134 | 134 | 33000 | 9500 | 11.25/20D | 12.00/24 | Wau 6SRK | 6-4⅝x5⅛ | 517 | 4.5 | 330 | 110-2300 | 7-3x13⅞ | .. | Fu 5A62 | 5 | Wis 1910M | 2F | T | 8.88-10.0 | Shu 655 | W2MV | 360 | 540 | a | TD | 84 | 8x4 11/32x11/32 | I |
| 126 | ......(D) 16 | 5 | 6875 | 134 | 134 | 31000 | 11100 | 11.25/20D | 11.25/20 | Cat D4600 | 6-4¼x5½ | 468 | 15 | 274 | 72-1800 | 7-3x14 | Y | Fu 5A62 | 5 | Wis 1910 | 2F | T | 8.88-10.0 | Shu 655 | W2MV | 360 | 540 | a | TD | 84 | 8x4 11/32x11/32 | I |
| 127 | ........98 | 7½-10 | 7450 | 144 | 144 | 45200 | 11920 | 12.00/24D | 12.00/24 | Wau 6GAL | 6-5x5½ | 648 | 4.6 | 468 | 135-2000 | 7-4x18⅝ | Y | Spi 7341 | 4 | Tim 79740 | 2F | T | 7.9-10.12 | Shu 1673 | W4IA | 727 | 1138 | a | TD | 86½ | 9x4 11/32x3/16 | I |
| 128 | ......(D) D98 | 7½-10 | 8425 | 144 | 144 | 46200 | 12920 | 12.00/24D | 12.00/24 | Cum HB6 | 6-4⅞x6 | 672 | 17 | 500 | 150-1800 | 7-4½x16 | Y | Spi 7341 | 4 | Tim 79740 | 2F | T | 7.9-10.12 | Shu 1673 | W4IA | 727 | 1138 | a | TD | 86½ | 9x4 11/32x3/16 | I |
| 129 | ........30 | 7½-10 | 8900 | 167 | 167 | 45200 | 11920 | 12.00/24D | 13.50/24 | Cat D8800 | 4-5¾x8 | 831 | ... | 496 | 88-1100 | 5- | .. | Spi 7341 | 4 | Tim 79740 | 2F | T | 7.9-10.12 | Shu 1673 | W4IA | 727 | 1138 | a | TD | 89⅞ | 9x4 11/32x3/16 | I |
| 130 | Indiana........86 | 1½-2 | 825 | 136 | 196 | ..... | 3350 | 6.00/20S | 7.50/20 | Her JXB | 6-3⅝x4¼ | 263 | 5.4 | 164 | 68-2800 | 7-2½x10 11/16 | Y | WG T9 | 4 | Tim 53300H | SF | H | 5.14-6.6 | Tim 30020H | L4IH | 264 | 477 | G | TX | 56¾ | 7 11/16x3x7/32 | T |
| 131 | ........86S | 1½-2 | 1120 | 160 | 214 | ..... | 4000 | 32x6D | 7.50/20 | Her JXB | 6-3⅝x4¼ | 263 | 5.4 | 164 | 68-2800 | 7-2½x10 11/16 | Y | BL-2253 | 5 | Tim 53300H | SF | H | 5.14-6.6 | Tim 30020H | L4IH | 264 | 477 | G | TX | 80⅝ | 7 11/16x3x7/32 | T |
| 132 | ........87 | 2 | 955 | 136 | 196 | ..... | 4000 | 6.50/20D | 8.25/20 | Her-JXB | 6-3⅝x4¼ | 263 | 5.4 | 164 | 68-2800 | 7-2½x10 11/16 | Y | WG-T9 | 4 | Tim.54413Al | SF | H | 5.85-6.8 | Tim 30020H | L4IH | 264 | 477 | G | TX | 56¾ | 7 11/16x3x7/32 | T |
| 133 | Inter-........D-2 | ...... | 450 | 113 | 125 | ..... | 2842 | 6.00/16S | 7.50/15S | Own HD213 | 6-3 5/16x4⅛ | 213 | 6.3 | 155 | 78-3400 | 4-2⅝x6 11/16 | N | Own HDS | 3 | Own R1000 | S½ | H | 3.72-4.18 | Own F10 | B4IH | 191 | 264 | c | 2I | 39 | 6 3/16x3/16x2¼ | T |
| 134 | national....D-5 | ...... | 425 | 113 | 125 | ..... | 2622 | 6.00/16S | 7.50/15S | Wau FC132 | 4-3¼x4 | 132 | 6.0 | 89 | 33-2800 | 3- ⅛x4½ | N | Own HDS | 3 | Own R1000 | S | H | **-5.11 | Own F10 | B4IH | 191 | 264 | c | 2I | 39 | 6 3/16x3/16x2¼ | T |
| 135 | ........D-15 | ...... | 580 | 113 | 130 | ..... | 3585 | 6.00/16S | 6.00/20 | Ow HD213A | 6-3 5/16x4⅛ | 213 | 6.3 | 155 | 78-3400 | 4-2⅝x6 11/16 | N | Own HDS | 3 | Own R1100 | SF | H | 4.87-5.28 | Own F100 | B4IH | 216 | 308 | c | 2I | 39 | 6½x11/32x2¼ | T |
| 136 | ........D-30 | ...... | 650 | 128 | 173 | ..... | 4552 | 30x5†S | 7.50/20 | Own HD232 | 6-3 5/16x4½ | 232 | 6.0 | 170 | 81-3200 | 4-2⅝x6 11/16 | N | Own H41 | 4 | Own R1200 | SF | H | **-6.16 | Own F300 | B4IH | 291 | 412 | c | TX | 57 | 8 3/16x1/32x3 | T |
| 137 | ........DS-30 | ...... | 765 | 128 | 173 | ..... | 4652 | 30x5†S | 7.50/20 | Own HD232 | 6-3 5/16x4½ | 232 | 6.0 | 170 | 81-3200 | 4-2⅝x6 11/16 | N | Own H41 | 4 | Own R2200 | SF | H | 5.14-7.15 | Own F300 | B4IH | 291 | 412 | c | TX | 57 | 8 3/16x1/32x3 | T |
| 138 | ........D-35 | ...... | 970 | 137 | 179 | ..... | 5027 | 6.50/20D | 8.25/20 | Ow FAB241 | 6-3⅜x4½ | 241 | 5.8 | 175 | 84-3200 | 4-2⅜x5 11/16 | N | Own W42 | 4 | Own R1300 | SF | H | 5.62-6.50 | Own F301 | B4IHV | 291 | 412 | c | PX | 60 | 8 3/16x1/32x3 | T |
| 139 | ........DS-35 | ...... | 1085 | 137 | 179 | ..... | 5027 | 6.50/20D | 8.25/20 | Ow FAB241 | 6-3⅜x4½ | 241 | 5.8 | 175 | 84-3200 | 4-2⅜x5 11/16 | N | Own W42 | 4 | Own R2300 | SF | H | 5.14-7.15 | Own F301 | B4IHV | 291 | 412 | c | PX | 60 | 8 3/16x1/32x3 | T |
| 140 | ........D-40 | ...... | 1365 | 134 | 176 | ..... | 5558 | 7.00/20D | 34x7 | Ow FAB259 | 6-3½x4½ | 259 | 5.7 | 192 | 89-3200 | 4-2⅜x5 11/16 | N | Own F51A | 5 | Own R1400 | SF | H | 5.62-6.50 | Own F400 | B4IHV | 340 | 478 | c | PX | 60 | 8 11/16x1/32x3 | T |
| 141 | ........DS-40 | ...... | 1550 | 134 | 176 | ..... | 5558 | 7.00/20D | 34x7 | Ow FAB259 | 6-3½x4½ | 259 | 5.7 | 192 | 89-3200 | 4-2⅜x5 11/16 | N | Own F51 | 5 | Own R2400 | SF | H | 5.83-8.11 | Own F400 | B4IHV | 340 | 478 | C | PX | 60 | 8 11/16x1/32x3 | T |
| 142 | (5).......D-50 | ...... | 1975 | 137 | 179 | ..... | 7223 | 7.50/20D | 36x8 | Ow FBB298 | 6-3¾x4½ | 298 | 5.7 | 218 | 93-2800 | 7-2 11/16x11 11/16 | Y | Own F51A | 5 | Own R1500 | SF | H | 6.43-7.16 | Own F500 | B4IHV | 367 | 532 | C | PX | 60 | 9x¼x3½ | T |
| 143 | ........DS-50 | ...... | 2185 | 137 | 179 | ..... | 7223 | 7.50/20D | 36x8 | Ow FBB298 | 6-3¾x4½ | 298 | 5.7 | 218 | 93-2800 | 7-2 11/16x11 11/16 | Y | Own F52C | 5 | Own R2500 | SF | H | 6.43-8.74 | Own F500 | B4IHV | 367 | 532 | C | PX | 60 | 9x¼x3½ | T |
| 144 | ........DR-50 | ...... | 2140 | 137 | 179 | ..... | 7358 | 7.50/20D | 36x8 | Ow FBB298 | 6-3¾x4½ | 298 | 5.7 | 218 | 93-2800 | 7-2 11/16x11 11/16 | Y | Own F51 | 5 | Own R1550 | 2F | H | **-8.50 | Own F500 | B4IHV | 367 | 532 | C | PX | 60 | 8 11/16x1/32x3½ | T |
| 145 | (5).......D-60 | ...... | 2795 | 149 | 197 | ..... | 8242 | 9.00/20D | 10.50/20 | Ow FBB361 | 6-4⅛x4½ | 360 | 5.2 | 268 | 111-2700 | 7-2 11/16x11 11/16 | Y | Own F52 | 5 | Own R1600 | SF | H | **-6.43 | Own F600 | B4IHV | 477 | 679 | c | PX | 72 | 9⅜x1/32x3½ | T |
| 146 | (5).......DR-60 | ...... | 2945 | 149 | 197 | ..... | 8242 | 9.00/20D | 10.50/20 | Ow FBB361 | 6-4⅛x4½ | 360 | 5.2 | 268 | 111-2700 | 7-2 11/16x11 11/16 | Y | Own F53 | 5 | Own R1650 | SF | H | **-7.10 | Own F600 | B4IHV | 477 | 679 | c | PX | 72 | 9⅜x1/32x3½ | T |
| 147 | (5).......DR-70 | ...... | 4195 | 149 | 197 | ..... | 9392 | 9.00/20D | 40x10 | Ow FBB401 | 6-4⅜x4½ | 400 | 5.2 | 308 | 114-2600 | 7-2 11/16x11 11/16 | Y | Own F52 | 5 | Own R1700 | SF | H | **-8.05 | Own F700 | T4IA | 620 | 923 | G | PX | 72 | 10x1/16x3½ | T |
| 148 | ........A-8 | ...... | 6200 | 160 | 225 | ..... | 14173 | 9.75/20D | 44x10 | Own FEB | 6-5x5½ | 648 | 4.4 | 460 | 140-2100 | 7-3¼x17¾ | Y | Own H7 | 4 | Own 1305 | 2F | H | 4.95-6.37 | Own 505 | T4IA | 620 | 923 | G | TD | 72 | 12⅛x1/16x3¾ | T |
| 149 | ...(e.u.s.) D-300 | ...... | 715 | 87 | 117 | ..... | 4562 | 30x5†S | 7.50/20 | Ow HD232A | 6-3 5/16x4½ | 232 | 6.0 | 170 | 81-3200 | 4-2⅝x6 11/16 | N | Own H4A | 4 | Own R1200 | SF | H | **-6.16 | Own F450 | B4IH | 291 | 412 | c | TX | 71 11/16 | 6½x1/16x2⅝ | T |
| 150 | ...(e.u.s.) DS-300 | ...... | 830 | 87 | 117 | ..... | 4662 | 30x5†S | 7.50/20 | Ow HD232A | 6-3 5/16x4½ | 232 | 6.0 | 170 | 81-3200 | 4-2⅝x6 11/16 | N | Own H4A | 4 | Own R2200 | SF | H | 5.14-7.15 | Own F450 | B4IH | 291 | 412 | c | TX | 71 11/16 | 6½x1/16x2⅝ | T |
| 151 | Kenworth.(D) 505 | ...... | 5505 | 168 | 204 | 20200 | 7350 | 9.00/20D | 9.75/20 | Cum HB4 | 4-4⅞x6 | 448 | 17. | 335 | 100-1800 | 5-4½x11½ | Y | Fu 5A620 | 5 | Tim 58300 | SF | H | 5.25-7.80 | Tim 32502 | L4IHV | 384 | 659 | a | TD | 84 | 7½x3¼x½ | C |
| 152 | ........(D) 506 | ...... | 5789 | 168 | 204 | 24800 | 7700 | 9.00/20D | 10.50/20 | Cum HB4 | 4-4⅞x6 | 448 | 17. | 335 | 100-1800 | 5-4½x11½ | Y | Fu 5A620 | 5 | Tim 75736 | 2F | H | 6.85-8.64 | Tim 32502 | L4IHV | 478 | 768 | a | TD | 84 | 7½x3¼x½ | C |
| 153 | ........(D) 507 | ...... | 6200 | 168 | 204 | 32000 | 8600 | 9.75/20D | 10.50/22 | Cum HB4 | 4-4⅞x6 | 448 | 17. | 335 | 100-1800 | 5-4½x11½ | Y | Fu 5A620 | 5 | Tim 76736 | 2F | H | 6.02-9.20 | Tim 35100 | L4IHV | 510 | 867 | a | TD | 84 | 7½x3¼x½ | C |
| 154 | ........(D) 511 | ...... | 7661 | 187 | 205 | 28000 | 10700 | 9.00/22D | 9.75/22 | Cum HB6 | 6-4⅞x6 | 672 | 17. | 500 | 150-1800 | 7-4½x16½ | Y | BL 7341 | 4 | Tim T18000 | CF | R | 6.04-10.5 | Tim 36000 | Ws4IA | 614 | 922 | a | TD | 102 | 7½x3¼x½ | C |
| 155 | ........(D) 519 | ...... | 6994 | 190 | 225 | 26300 | 10200 | 9.00/20D | 10.50/20 | Cum HB6 | 6-4⅞x6 | 672 | 17. | 500 | 150-1800 | 7-4½x16½ | Y | BL 7341 | 4 | Tim 75736 | 2F | H | 6.85-9.41 | Tim 35100 | Ws4IA | 704 | 1050 | G | TD | 103 | 7½x3¼x½ | C |
| 156 | ........(D) 521 | ...... | 7219 | 190 | 225 | 35000 | 10000 | 9.00/20D | 10.50/20 | Cum HB6 | 6-4⅞x6 | 672 | 17. | 500 | 150-1800 | 7-4½x16½ | Y | BL 7341 | 4 | Tim 76736 | 2F | H | 6.02-9.20 | Tim 36000 | Ws4IA | 704 | 1050 | G | TD | 103 | 7½x3¼x½ | C |
| 157 | ........525 | ...... | 4729 | 168 | 204 | 26300 | 8400 | 9.00/20D | 10.50/20 | Bud LO525 | 6-4½x5½ | 525 | 5.5 | 385 | 135-2200 | 7-3x11½ | Y | Fu 5A-620 | 5 | Tim 75736 | 2F | H | 6.85-9.41 | Tim 35100 | L4IHV | 510 | 867 | a | TD | 84 | 7½x3¼x½ | C |
| 158 | ........526 | ...... | 5060 | 168 | 204 | 32000 | 8700 | 9.75/20D | 10.50/22 | Bud LO525 | 6-4½x5½ | 525 | 5.5 | 385 | 135-2200 | 7-3x11½ | Y | Fu 5A-620 | 5 | Tim 76736 | 2F | H | 6.02-9.20 | Tim 35100 | L4IHV | 510 | 867 | a | TD | 84 | 7½x3¼x½ | C |
| 159 | ........529 | ...... | 3550 | 168 | 204 | 20200 | 7400 | 8.25/20D | 9.75/20 | Bud K428 | 6-4⅜x4¾ | 428 | 5.3 | 302 | 108-2400 | 7-3x11½ | Y | Fu 5A430 | 5 | Tim 58300 | SF | H | 5.25-7.80 | Tim 32502 | L4IHV | 384 | 659 | a | TX | 84 | 7½x3¼x½ | C |
| 160 | ........530 | ...... | 3980 | 168 | 204 | 24800 | 7700 | 9.00/20D | 10.50/20 | Bud K428 | 6-4⅜x4¾ | 428 | 5.3 | 302 | 108-2400 | 7-3x11½ | Y | Fu 5A430 | 5 | Tim 75736 | 2F | H | 6.85-9.41 | Tim 32502 | L4IHV | 478 | 768 | a | TX | 84 | 7½x3¼x½ | C |
| 161 | ........531 | ...... | 4455 | 168 | 204 | 32000 | 8150 | 9.75/20D | 10.50/24 | Bud K428 | 6-4⅜x4¾ | 428 | 5.3 | 302 | 108-2400 | 7-3x11½ | Y | Fu 5A430 | 5 | Tim 76736 | 2F | H | 6.02-9.20 | Tim 35100 | L4IHV | 510 | 867 | a | TX | 84 | 7½x3¼x½ | C |
| 162 | ........533 | ...... | 3128 | 168 | 204 | 19000 | 6850 | 7.50/20D | 9.75/20 | Bud K393 | 6-4 1/16x4¾ | 393 | 4.8 | 260 | 101-2400 | 7-3x11½ | Y | Fu 5A430 | 5 | Tim 56411 | SF | H | 6.17-7.40 | Tim 32502 | L4IHV | 384 | 659 | a | TX | 84 | 7½x3¼x½ | C |
| 163 | ........534 | ...... | 3304 | 168 | 204 | 20200 | 6950 | 8.25/20D | 9.75/20 | Bud K393 | 6-4 1/16x4¾ | 393 | 4.8 | 260 | 101-2400 | 7-3x11½ | Y | Fu 5A430 | 5 | Tim 58300 | SF | H | 5.25-7.80 | Tim 32502 | L4IHV | 384 | 659 | a | TX | 84 | 7½x3¼x½ | C |
| 164 | ........535 | ...... | 3799 | 168 | 204 | 24800 | 7450 | 9.00/20D | 10.50/20 | Bud K393 | 6-4 1/16x4¾ | 393 | 4.8 | 260 | 101-2400 | 7-3x11½ | Y | Fu 5A430 | 5 | Tim 75736 | 2F | H | 6.02-9.20 | Tim 32502 | L4IHV | 478 | 768 | a | TX | 84 | 7½x3¼x½ | C |
| 165 | ........536 | ...... | 2361 | 159 | 195 | 16000 | 5350 | 7.50/20D | 9.00/20 | Her JXCM | 6-3¾x4¼ | 282 | 5.7 | 198 | 83-2600 | 7-2½x10 11/16 | Y | Fu 5B330 | 5 | Tim 54411 | SF | H | 5.84-6.80 | Tim 32502 | L4IHV | 338 | 578 | a | TX | 84 | 7½x3¼x½ | C |
| 166 | ........537 | ...... | 2568 | 159 | 195 | 19000 | 5550 | 7.50/20D | 9.75/20 | Her JXCM | 6-3¾x4¼ | 282 | 5.7 | 198 | 83-2600 | 7-2½x10 11/16 | Y | Fu 5B330 | 5 | Tim 56411 | SF | H | 6.17-7.40 | Tim 32502 | L4IHV | 384 | 659 | a | TX | 84 | 7½x3¼x½ | C |
| 167 | ........538 | ...... | 3035 | 159 | 195 | 20200 | 6050 | 8.25/20D | 9.75/20 | Her JXCM | 6-3¾x4¼ | 282 | 5.7 | 198 | 83-2600 | 7-2½x10 11/16 | Y | Fu 5B330 | 5 | Tim 58300 | SF | H | 5.25-7.80 | Tim 32502 | L4IHV | 384 | 659 | a | TX | 84 | 7½x3¼x½ | C |
| 168 | ........(D) 543 | ...... | 5146 | 168 | 204 | 19000 | 7350 | 7.50/20D | 9.75/20 | Cum AA6 | 6-4x5 | 377 | 17. | 237 | 85-2200 | 7-3⅜x | Y | Fu 5A430 | 5 | Tim 56411 | SF | H | 6.17-7.40 | Tim 32502 | L4IHV | 384 | 659 | a | TX | 84 | 7½x3¼x½ | C |
| 169 | ........(D) 544 | ...... | 5273 | 168 | 204 | 20200 | 7700 | 8.25/20D | 9.75/20 | Cum AA6 | 6-4x5 | 377 | 17. | 237 | 85-2200 | 7-3⅜x | Y | Fu 5A430 | 5 | Tim 58300 | SF | H | 5.25-7.80 | Tim 32502 | L4IHV | 384 | 659 | a | TX | 84 | 7½x3¼x½ | C |
| 170 | ........(D) 545 | ...... | 5684 | 168 | 204 | 24800 | 8200 | 9.00/20D | 10.50/20 | Cum AA6 | 6-4x5 | 377 | 17. | 237 | 85-2200 | 7-3⅜x | Y | Fu 5A430 | 5 | Tim 75736 | 2F | H | 6.85-9.41 | Tim 32502 | L4IHV | 478 | 768 | a | TX | 84 | 7½x3¼x½ | C |
| 171 | LaFrance (15) EJ5B | 3-5 | 3015 | 175 | 215 | 18000 | 7750 | 8.25/20D | 9.00/20 | Wau 6BZ | 6-4x4¼ | 320 | 5.3 | 210 | 86-3000 | 7-2⅝x10 1/16 | Y | Ful 5A33 | 5 | Tim 56411H | SF | R | 5.71-7.40 | Tim 35000H | L4IHV | 384 | 784 | a | TX | 96 | 9x3¼x¼ | L |
| 172 | Republic...EJ5D | 3-5 | 3085 | 175 | 215 | 18000 | 7825 | 8.25/20D | 9.00/20 | Wau 6BZ | 6-4x4¼ | 320 | 5.3 | 210 | 86-3000 | 7-2⅝x10 1/16 | Y | Ful 5A33 | 5 | Tim 76411H | 2F | R | 7.35-8.21 | Tim 35000H | L4IHV | 384 | 784 | a | TX | 96 | 9x3¼x¼ | L |
| 173 | ........EJ6B | 3½-5½ | 3070 | 175 | 215 | 20000 | 7850 | 8.25/20D | 9.75/20 | Wau 6BZ | 6-4x4¼ | 320 | 5.3 | 210 | 86-3000 | 7-2⅝x10 1/16 | Y | Ful 5A33 | 5 | Tim 58300H | SF | R | 5.57-7.80 | Tim 35000H | L4IHV | 384 | 794 | a | TX | 96 | 9x3¼x¼ | L |
| 174 | ........EJ6D | 3½-5½ | 3175 | 175 | 215 | 20000 | 7925 | 8.25/20D | 9.75/20 | Wau 6BZ | 6-4x4¼ | 320 | 5.3 | 210 | 86-3000 | 7-2⅝x10 1/16 | Y | Ful 5A33 | 5 | Wis 72300H | 2F | R | 5.57-8.40 | Tim 35000H | L4IHV | 384 | 794 | a | TX | 96 | 9x3¼x¼ | L |
| 175 | ........FH5B | 4-6½ | 3380 | 175 | 215 | 22000 | 8200 | 9.00/20D | 9.75/20 | Wau 6MZR | 6-4¼x4¾ | 404 | 5.3 | 286 | 96-2400 | 7-2⅝x12½ | Y | Ful 5A430 | 5 | Tim 58300H | SF | R | 5.57-7.80 | Tim 35000H | L4IHV | 384 | 794 | a | TX | 96 | 9x3¼x¼ | L |
| 176 | ........FH5D | 4-6½ | 3485 | 175 | 215 | 22000 | 8275 | 9.00/20D | 9.75/20 | Wau 6MZR | 6-4¼x4¾ | 404 | 5.3 | 286 | 96-2400 | 7-2⅝x12½ | Y | Ful 5A430 | 5 | Wis 72300H | 2F | R | 5.77-8.40 | Tim 35000H | L4IHV | 384 | 794 | a | TX | 96 | 9x3¼x¼ | L |
| 177 | ........HH7 | 5-8 | 4020 | 175 | 215 | 26000 | 9075 | 9.75/20D | 10.50/22 | Wau 6MZR | 6-4¼x4¾ | 404 | 5.3 | 286 | 96-2400 | 7-2⅝x12½ | Y | Ful 5A430 | 5 | Wis 1337H | 2F | R | 6.85-9.41 | Tim 35000H | L4IHV | 463 | 892 | a | TX | 96 | 9x3¼x¼ | L |
| 178 | ........KH2 | 5-8½ | 4490 | 175 | 215 | 27500 | 9500 | 9.75/20D | 10.50/24 | Wau 6SRLR | 6-4⅝x5⅛ | 462 | 5.4 | 328 | 111-2400 | 7-3x13¼ | Y | Ful 5A620 | 4 | Wis 1337H | 2F | R | 6.85-9.41 | Tim 35100H | L4IHV | 495 | 884 | a | TX | 96 | 9x3¼x¼ | L |
| 179 | ........MH5 | 6-10 | 4860 | 175 | 215 | 34000 | 10150 | 9.75/20D | 10.50/24 | Wau6SRKR | 6-4⅝x5⅛ | 517 | 5.4 | 368 | 125-2300 | 7-3x13¼ | Y | Ful 5A620 | 4 | Wis 1757H | 2F | R | 6.86-9.20 | Tim 26452H | L4IHV | 495 | 970 | a | TX | 96 | 9¼x3⅝x⅜ | L |
| 180 | ........CH85 | 12-18 | 9600 | 211 | 251 | 60000 | 15825 | 10.50/20D | 11.25/24 | Wau 6RB | 6-5x5¾ | 677 | 5.3 | 470 | 145-2000 | 4-3½x11 | Y | Ful 4B86 | 4 | Own | CD | R | 8.25-10.19 | Tim 27452N | WsrIA | 868 | 1424 | s | JX | 123 | 9¼x3⅝x⅜ | L |

† Rear 32 x 6.

For abbreviations see page 219

| Line Number | MAKE AND MODEL | GENERAL (See Keynote): Tonnage Rating | Chassis Price | Standard Wheelbase | Max. W. B. Furnished | Gross Vehicle Weight with Max. Tires | Chassis Wt. (Stripped) | TIRE SIZES (D-dual rear, S-single rear): Standard Front and Rear | Maximum Tire Size Furnished | ENGINE DETAILS: Make and Model | No. of Cylinders, Bore and Stroke | Displacement | Comp. Ratio | Torque lb. ft. | Max. Brake H.P. at R.P.M. Given | Main Bearings: Number, Diameter and Length | Governor Standard | TRANSMISSION: Make and Model | Forward Spd's | REAR AXLE: Make and Model | Gear and Type | Drive & Torque | Gear Ratio Range in High | FRONT AXLE: Make and Model | BRAKES: SERVICE: Make Location Type Operat'n | Lining Area | Drum Area | Drum Material | Hand Location Type | C-A Dimensions (Std. W. B.) | FRAME: Side Rail Dimensions | Type |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | Mack (a).......ED | ....... | 675 | 120 | 136 | ..... | 3800 | 6.00/17S | 6.50/17 | Own EN11 | 6-3 7/16x4⅜ | 210 | 5.8 | 145 | 67-3000 | 4-2¼x6 | N | WG TR27 | 3 | Cla RA40 | SF | H | 5.12-6.33 | Cla FA18 | L4IH | 236 | 368 | a | TX | 52 | 7x3x 3/16 | T |
| 2 | ............EE | ....... | 985 | 133 | 193 | ..... | 4800 | 6.00/20S | 7.50/20 | Own FO | 6-3½x4⅜ | 253 | 5.7 | 166 | 78-3000 | 7-2⅝x12 | N | WG TR11 | 4 | Tim RA11 | SF | H | 5.14-6.80 | Own FA12 | L4IH | 296 | 478 | a | TX | 60 | 7 15/16x3x 7/32 | T |
| 3 | ............EF | ....... | 1195 | 133 | 193 | ... | 5275 | 6.00/20D | 8.25/20 | Own FM | 6-3⅝x4⅜ | 271 | 5.7 | 188 | 83-3000 | 7-2⅝x12 | N | WG TR11 | 4 | Tim RA16 | SF | H | 4.86-6.80 | Own FA12 | L4IHV | 325 | 528 | a | TX | 60 | 7 15/16x3x 7/32 | T |
| 4 | ............EG | ....... | 1495 | 133 | 193 | ..... | 5500 | 6.50/20D | 8.25/20 | Own FK | 6-3⅞x4⅜ | 290 | 5.7 | 200 | 94-3000 | 7-2⅝x12 | N | Fu TR14 | 5 | Tim RA21 | SF | H | 4.86-6.80 | Own FA16 | L4IHV | 328 | 650 | a | TX | 60 | 8x3x¼ | T |
| 5 | ............EH | ....... | 2095 | 146 | 194 | ..... | 6350 | 7.00/20D | 9.00/20 | Own BG | 6-3⅝x5 | 310 | 5.4 | 210 | 96-2800 | 7-2⅝x10 31/32 | Y | Fu TR14 | 5 | Tim RA26 | SF | H | 4.44-7.40 | Own FA19 | L4IHV | 370 | 686 | a | TX | 72 | 8½x3¼x¼ | T |
| 6 | ............EH | ....... | 2245 | 146 | 194 | ..... | 6400 | 7.00/20D | 9.00/20 | Own BG | 6-3⅝x5 | 310 | 5.4 | 210 | 96-2800 | 7-2⅝x10 31/32 | Y | Fu TR14 | 5 | Own RA28 | 2F | H | 6.87-8.59 | Own FA19 | L4IHV | 370 | 686 | a | TX | 72 | 8½x3¼x¼ | T |
| 7 | ............ER | ....... | 2950 | 146 | 194 | ..... | 7500 | 8.25/20D | 9.00/20 | Own BG | 6-3⅝x5 | 310 | 5.4 | 210 | 96-2800 | 7-2⅝x10 31/32 | Y | Fu TR14 | 5 | Own AB | CD | R | 7.70-13.10 | Own FA19 | O4IMV | 441 | 735 | a | TX | 72 | 8½x3¼x¼ | T |
| 8 | ............EM | ....... | 2495 | 146 | 194 | ..... | 7850 | 7.50/20D | 9.75/20 | Own BG | 6-3⅝x5 | 310 | 5.4 | 210 | 96-2800 | 7-2⅝x10 31/32 | Y | Own BF | 5 | Own EM | SF | H | 5.43-6.33 | Own EM | O4IMV | 468 | 750 | a | TX | 72 | 9 1/16x3¼x 9/32 | T |
| 9 | ............ES | ....... | 4000 | 144 | 210 | ..... | 8300 | 8.25/20D | 9.75/22 | Own CU | 6-3⅞x5 | 354 | 5.3 | 250 | 103-2600 | 7-2⅝x10 31/32 | Y | Own BF | 5 | Own AB | CD | R | 9.30-13.10 | Own EQ | O4IMV | 499 | 820 | a | TX | 72½ | 9 1/16x3¼x 9/32 | T |
| 10 | ............EQ | ....... | 2995 | 146 | 194 | ..... | 7950 | 8.25/20D | 9.75/20 | Own CU | 6-3⅞x5 | 354 | 5.3 | 250 | 103-2600 | 7-2⅝x10 31/32 | Y | Own BF | 5 | Own EQ | 2F | H | 6.31-8.64 | Own EQ | O4IMV | 468 | 750 | a | TX | 72½ | 9 1/16x3¼x 9/32 | T |
| 11 | ............BM | ....... | 4250 | 153 | 225 | ..... | 9550 | 9.00/20D | 10.50/20 | Own CE | 6-4x5½ | 415 | 5.0 | 270 | 108-2400 | 7-3x12 9/16 | Y | Own CF | 5 | Own BM | 2F | H | 6.31-8.64 | Own BM | O4IMV | 562 | 920 | a | TX | 84 | 10½x3¼x¼ | T |
| 12 | ............BX | ....... | 5250 | 171 | 225 | ..... | 11150 | 9.75/22D | 11.25/24 | Own CF | 6-4¼x5½ | 468 | 5.0 | 310 | 118-2400 | 7-3x12 9/16 | Y | Own CF | 5 | Own BX | 2F | H | 6.46-9.05 | Own BX | O4IMV | 690 | 976 | a | TX | 102 | 10⅝x3¼x 5/16 | T |
| 13 | .....(c.f.) EEU | ....... | 1180 | 107 | 162 | ..... | 5125 | 6.00/20S | 7.50/20 | Own FO | 6-3½x4⅜ | 253 | 5.7 | 166 | 78-3000 | 7-2⅝x12 | N | WG TR11 | 4 | Tim RA11 | SF | H | 5.14-6.80 | Own FA12 | L4IH | 296 | 478 | a | TX | 60 | 8x3x¼ | T |
| 14 | .....(c.f.) EFU | ....... | 1390 | 107 | 162 | ..... | 5500 | 6.00/20D | 8.25/20 | Own FM | 6-3⅝x4⅜ | 271 | 5.7 | 188 | 83-3000 | 7-2⅝x12 | N | WG TR11 | 4 | Tim RA16 | SF | H | 4.86-6.80 | Own FA12 | L4IHV | 325 | 528 | a | TX | 60 | 8x3x¼ | T |
| 15 | .....(c.f.) EGU | ....... | 1690 | 107 | 162 | ..... | 5625 | 6.50/20D | 8.25/20 | Own FK | 6-3⅞x4⅜ | 290 | 5.7 | 200 | 94-3000 | 7-2⅝x12 | N | Fu TR14 | 5 | Tim RA21 | SF | H | 4.86-6.80 | Own FA16 | L4IHV | 328 | 650 | a | TX | 60 | 8x3x¼ | T |
| 16 | .....(c.f.) EHU | ....... | 2320 | 108 | 162 | ..... | 6500 | 7.00/20D | 9.00/20 | Own BG | 6-3⅝x5 | 310 | 5.4 | 210 | 96-2800 | 7-2⅝x10 31/32 | Y | Fu TR14 | 5 | Tim RA26 | SF | H | 4.44-7.40 | Own FA19 | L4IHV | 370 | 686 | a | TX | 66 | 9x3¼x¼ | T |
| 17 | .....(c.f.) EHU | ....... | 2470 | 108 | 162 | ..... | 6550 | 7.00/20D | 9.00/20 | Own BG | 6-3⅝x5 | 310 | 5.4 | 210 | 96-2800 | 7-2⅝x10 31/32 | Y | Fu TR14 | 5 | Own RA28 | 2F | H | 6.87-8.59 | Own FA19 | L4IHV | 370 | 686 | a | TX | 66 | 9x3¼x¼ | T |
| 18 | .....(c.f.) EMU | ....... | 2720 | 108 | 162 | ..... | 7775 | 7.50/20D | 9.75/20 | Own BG | 6-3⅝x5 | 310 | 5.4 | 210 | 96-2800 | 7-2⅝x10 31/32 | Y | Own BF | 5 | Own EM | SF | H | 5.43-6.33 | Own EM | O4IMV | 468 | 750 | a | TX | 66 | 9 1/16x3¼x 9/32 | T |
| 19 | .....(c.f.) EQU | ....... | 3220 | 108 | 162 | ..... | 8000 | 8.25/20D | 9.75/20 | Own CU | 6-3⅞x5 | 354 | 5.3 | 250 | 103-2600 | 7-2⅝x10 31/32 | Y | Own BF | 5 | Own EQ | 2F | H | 6.31-8.64 | Own EQ | O4IMV | 468 | 750 | a | TX | 66 | 9 1/16x3¼x 9/32 | T |
| 20 | ...(*) (e.b.s.) EC | ....... | 3600 | 108 | 171 | ..... | 7500 | 7.50/20D | 9.00/20 | Own BG | 6-3⅝x5 | 310 | 5.4 | 210 | 96-2800 | 7-2⅝x10 31/32 | Y | Own BF | 5 | Own EM | SF | H | 5.43-6.33 | Own EC | O4IMV | 468 | 750 | a | TX | 84 | 8 7/16x3x 7/32 | T |
| 21 | ...(*) (e.b.s.) EB | ....... | 4250 | 108 | 171 | ..... | 8200 | 8.25/20D | 9.75/20 | Own CU | 6-3⅞x5 | 354 | 5.3 | 210 | 103-2600 | 7-2⅝x10 31/32 | Y | Own BF | 5 | Own EQ | 2F | H | 6.31-8.64 | Own EB | O4IMV | 468 | 750 | a | TX | 84 | 8½x3x¼ | T |
| 22 | ...(*) (e.b.s.) CH | ....... | 5150 | 119 | 189 | ..... | 10600 | 9.00/20D | 10.50/20 | Own CE | 6-4x5½ | 415 | 5.0 | 270 | 108-2400 | 7-3x12 9/16 | Y | Own CF | 5 | Own BM | 2F | H | 6.31-8.64 | Own CH | O4IMV | 562 | 920 | a | TX | 95 | 10½x3¼x¼ | T |
| 23 | ...(*) (e.b.s.) CJ | ....... | 6100 | 119 | 189 | ..... | 10950 | 9.75/22D | 11.25/24 | Own CF | 6-4¼x5½ | 468 | 5.0 | 310 | 118-2400 | 7-3x12 9/16 | Y | Own CF | 5 | Own BX | 2F | H | 6.46-9.05 | Own CJ | O4IMV | 690 | 976 | a | TX | 95 | 10⅝x3¼x 5/16 | T |
| 24 | (D).......EED | ....... | 1785 | 133 | 193 | ..... | 5350 | 6.00/20S | 7.50/20 | Bud 4DT212 | 4-3⅝x5⅛ | 212 | ... | 152 | 63-2300 | 5-3x7 11/16 | Y | WG TR11 | 4 | Tim RA11 | SF | H | 5.14-6.80 | Own FA12 | L4IH | 296 | 478 | a | TX | 60 | 7 15/16x3x 7/32 | T |
| 25 | (D).......EFD | ....... | 2445 | 133 | 193 | ..... | 6000 | 6.00/20D | 8.25/20 | Bud 6DT278 | 6-3⅝x4½ | 278 | ... | 198 | 83-2300 | 7-3x9⅞ | Y | WG TR11 | 4 | Tim RA16 | SF | H | 4.86-6.80 | Own FA12 | L4IHV | 325 | 528 | a | TX | 60 | 7 15/16x3x 7/32 | T |
| 26 | (D).......EGD | ....... | 2745 | 133 | 193 | ..... | 6250 | 6.50/20D | 8.25/20 | Bud 6DT294 | 6-3⅝x4¾ | 204 | ... | 212 | 85-2400 | 7-3x9⅞ | Y | Fu TR14 | 5 | Tim RA21 | SF | H | 4.86-6.80 | Own FA16 | L4IHV | 328 | 650 | a | TX | 60 | 8x3x¼ | T |
| 27 | (D).......EHD | ....... | 3345 | 146 | 194 | ..... | 7050 | 7.00/20D | 9.00/20 | Bud 6DT317 | 6-3⅝x5⅛ | 317 | ... | 224 | 90-2300 | 7-3x9⅞ | Y | Fu TR14 | 5 | Tim RA26 | SF | H | 4.44-7.40 | Own FA19 | L4IHV | 370 | 686 | a | TX | 72 | 8½x3¼x¼ | T |
| 28 | (D).......EMD | ....... | 3745 | 146 | 194 | ..... | 8600 | 7.50/20D | 9.75/20 | Bud 6DT317 | 6-3⅝x5⅛ | 317 | ... | 224 | 90-2300 | 7-3x9⅞ | Y | Own BF | 5 | Own EM | SF | H | 5.43-6.33 | Own EM | O4IMV | 468 | 750 | a | TX | 72 | 9 1/16x3¼x 9/32 | T |
| 29 | (D).......EQD | ....... | 4745 | 146 | 194 | ..... | 8850 | 8.25/20D | 9.75/20 | Bud 6DT389 | 6-3⅞x5½ | 389 | ... | 284 | 96-2100 | 7-3x12½ | Y | Own BF | 5 | Own EQ | 2F | H | 6.31-8.64 | Own EQ | O4IMV | 468 | 750 | a | TX | 72½ | 9 1/16x3¼x 9/32 | T |
| 30 | (D).......BMD | ....... | 5750 | 153 | 225 | ..... | 10000 | 9.00/20D | 10.50/20 | Own ED | 6-4⅜x5¾ | 519 | 14. | 304 | 112-2000 | 7-3½x11½ | Y | Own CF | 5 | Own BM | 2F | H | 6.31-8.64 | Own BM | O4IMV | 562 | 920 | a | TX | 84 | 10½x3¼x¼ | T |
| 31 | (D).......BXD | ....... | 6500 | 171 | 225 | ..... | 11650 | 9.75/22D | 11.25/24 | Own ED | 6-4⅜x5¾ | 519 | 14. | 382 | 131-2000 | 7-3½x11½ | Y | Own CF | 5 | Own BX | 2F | H | 6.46-9.05 | Own BX | O4IMV | 690 | 976 | a | TX | 102 | 10⅝x3¼x 5/16 | T |
| 32 | (D) (c.f.) EEUD | ....... | 1980 | 107 | 162 | ..... | 5675 | 6.00/20S | 7.50/20 | Bud 4DT212 | 4-3⅝x5⅛ | 212 | ... | 152 | 63-2300 | 5-3x7 11/16 | Y | WG TR11 | 4 | Tim RA11 | SF | H | 5.14-6.80 | Own FA12 | L4IH | 296 | 478 | a | TX | 60 | 8x3x¼ | T |
| 33 | (D) (c.f.) EFUD | ....... | 2640 | 107 | 162 | ..... | 6200 | 6.00/20D | 8.25/20 | Bud 6DT278 | 6-3⅝x4½ | 278 | ... | 198 | 83-2600 | 7-3x9⅞ | Y | WG TR11 | 4 | Tim RA16 | SF | H | 4.86-6.80 | Own FA12 | L4IHV | 325 | 528 | a | TX | 60 | 8x3x¼ | T |
| 34 | (D) (c.f.) EGUD | ....... | 2940 | 107 | 162 | ..... | 6375 | 6.50/20D | 8.25/20 | Bud 6DT294 | 6-3⅝x4¾ | 294 | ... | 212 | 85-2400 | 7-3x9⅞ | Y | Fu TR14 | 5 | Tim RA21 | SF | H | 4.86-6.80 | Own FA16 | L4IHV | 328 | 650 | a | TX | 60 | 8x3x¼ | T |
| 35 | (D) (c.f.) EHUD | ....... | 3570 | 108 | 162 | ..... | 7150 | 7.00/20D | 9.00/20 | Bud 6DT317 | 6-3⅝x5⅛ | 317 | ... | 224 | 90-2300 | 7-3x9⅞ | Y | Fu TR14 | 5 | Tim RA26 | SF | H | 4.44-7.40 | Own FA19 | L4IHV | 370 | 686 | a | TX | 66 | 9x3¼x¼ | T |
| 36 | (D) (c.f.) EMUD | ....... | 3970 | 108 | 162 | ..... | 8525 | 7.50/20D | 9.75/20 | Bud 6DT317 | 6-3⅝x5⅛ | 317 | ... | 224 | 90-2300 | 7-3x9⅞ | Y | Own BF | 5 | Own EM | SF | H | 5.43-6.33 | Own EM | O4IMV | 468 | 750 | a | TX | 66 | 9 1/16x3¼x 9/32 | T |
| 37 | (D) (c.f.) EQUD | ....... | 4970 | 108 | 162 | ..... | 8900 | 8.25/20D | 9.75/20 | Bud 6DT389 | 6-3⅞x5½ | 389 | ... | 284 | 96-2100 | 7-3x12½ | Y | Own BF | 5 | Own EQ | 2F | H | 6.31-8.64 | Own EQ | O4IMV | 468 | 750 | a | TX | 66 | 9 1/16x3¼x 9/32 | T |
| 38 | (D) (*) (e.b.s.) CHD | ....... | 6175 | 119 | 189 | ..... | 11000 | 9.00/20D | 10.50/20 | Bud 6DT468 | 6-4¼x5½ | 468 | ... | 344 | 113-2000 | 7-3x12½ | Y | Own CF | 5 | Own BM | 2F | H | 6.31-8.64 | Own CH | O4IMV | 562 | 920 | a | TX | 95 | 10½x3¼x¼ | T |
| 39 | (D) (*) (e.b.s.) CJD | ....... | 7350 | 119 | 189 | ..... | 11450 | 9.75/22D | 11.25/24 | Own ED | 6-4⅜x5¾ | 519 | 14. | 382 | 131-2000 | 7-3½x11½ | Y | Own CF | 5 | Own BX | 2F | H | 6.46-9.05 | Own CJ | O4IMV | 690 | 976 | a | TX | 95 | 10⅝x3¼x 5/16 | T |
| 40 | Plymouth (*) PT57 | Com'l | 560 | 116 | 116 | 4000 | 1850 | 6.00/16S | 6.00/16S | Own | 6-3⅛x4⅜ | 201 | 6.7 | 145 | 70-3000 | 4-2¼x5 11/16 | N | Own | 3 | Own | Hy½ | H | 3.73-4.78 | Own | O4IH | 148 | 251 | C | TX | 37 11/16 | 6x2x⅛ | C |
| 41 | ......(*) PT-81 | Com'l | 545 | 116 | 116 | 4000 | 2075 | 6.00/16S | 6.00/16S | Own | 6-3⅛x4⅜ | 201 | 6.7 | 148 | 70-3000 | 4-2¼x5 11/16 | N | Own | 3 | Own | Hy½ | H | **-4.10 | Own | O4IH | 148 | 251 | C | TX | 40 11/16 | 6x2x⅛ | C |
| 42 | Reo (x)..(**) 4-50 | ½ | 579 | 114 | 120 | ..... | 1973 | 6.00/16S | 6.50/16 | Own | 4-3 5/16x4⅜ | 140 | 5.4 | 98 | 42-2800 | 3-2¼x4 11/16 | N | WG T84C | 3 | Spi | S½ | H | 4.55-4.90 | Own | L4IH | 198 | 242 | C | TX | 38¾ | 5 27/32x2¼x 5/64 | T |
| 43 | .......(**) 6-50 | ½ | 613 | 114 | 120 | ..... | 2063 | 6.00/16S | 6.50/16 | Own | 6-3 5/16x4⅜ | 209 | 5.4 | 145 | 70-2800 | 4-2¼x5 11/16 | N | WG T86 | 3 | Spi | S½ | H | 4.55-4.90 | Own | L4IH | 198 | 242 | C | TX | 38¾ | 5 27/32x2¼x 5/64 | T |
| 44 | .......(**) 4-75 | ¾ | 661 | 114 | 120 | ..... | 2081 | 6.50/16S | 7.50/16 | Own | 4-3 5/16x4⅜ | 140 | 5.4 | 98 | 42-2800 | 3-2¼x4 11/16 | N | WG T84C | 3 | Spi | SF | H | **5.10 | Spi | L4IH | 213 | 327 | C | TX | 38¾ | 5 27/32x2¼x 5/64 | T |
| 45 | .......(**) 6-75 | ¾ | 695 | 114 | 120 | ..... | 2171 | 6.50/16S | 7.50/16 | Own | 6-3 5/16x4⅜ | 209 | 5.4 | 145 | 70-2800 | 4-2¼x5 11/16 | N | WG T86 | 3 | Spi | SF | H | **5.10 | Spi | L4IH | 213 | 327 | C | TX | 38¾ | 5 27/32x2¼x 5/64 | T |
| 46 | ........1A4-1C4 | 1-1½ | 656 | 139 | 166 | ..... | 2930 | 6.00/20†S | 7.00/20 | Own | 6-3 5/16x4⅜ | 209 | 5.4 | 145 | 70-2800 | 4-2¼x5 11/16 | N | Own | 4 | Own | SF | H | 5.28-6.33 | Own | L4IH | 246 | 366 | C | TX | 57½ | 7 1/16x2⅜x 7/32 | T |
| 47 | ........1B4-1D4 | 1½-2½ | 732 | 139 | 190 | ..... | 3405 | 6.00/20†S | 7.50/20 | Own | 6-3⅜x4¼ | 228 | 5.4 | 150 | 73-3000 | 7-2⅝x10 11/16 | N | Own | 4 | Own | SF | H | 5.28-6.33 | Own | L4IH | 289 | 438 | a | TX | 57½ | 7 1/16x2⅜x 7/32 | T |
| 48 | ......(*) 1B7M | 1½-2½ | 1190 | 105 | 166 | ..... | 3630 | 6.00/20†S | 7.50/20 | Own | 6-3⅜x4¼ | 228 | 5.4 | 150 | 73-3000 | 7-2⅝x10 11/16 | N | Own | 4 | Own | SF | H | 5.28-6.33 | Own | L4IHV | 289 | 438 | a | TX | 60½ | 7⅛x3x¼ | T |
| 49 | ....1B4H-1D4H | 1½-2½ | 822 | 139 | 190 | ..... | 3425 | 6.00/20†S | 7.50/20 | Own | 6-3⅜x5 | 268 | 5.5 | 160 | 81-2800 | 7-2⅝x10 11/16 | N | Own | 4 | Own | SF | H | 5.28 6.33 | Own | L4IH | 289 | 438 | a | TX | 57½ | 7 1/16x2⅜x 7/32 | T |
| 50 | .......2B4-2D4 | 2-3 | 989 | 142 | 190 | ..... | 4225 | 6.50/20D | 8.25/20 | Own | 6-3⅜x5 | 268 | 5.5 | 178 | 83-2800 | 7-2⅝x10 11/16 | N | Own | 4 | Own | SF | H | 5.28-6.33 | Own | L4IH | 349 | 523 | a | TX | 60½ | 7 1/16x3x 7/32 | T |
| 51 | ...(6) 2H5Z-2J5Z | 2-4 | 1317 | 142 | 190 | ..... | 4650 | 6.50/20D | 8.25/20 | Own | 6-3⅜x5 | 268 | 5.5 | 178 | 83-2800 | 7-2⅝x10 11/16 | N | Cla | 5 | Own | 2F | H | 6.62-8.21 | Own | L4IHV | 349 | 523 | c | TX | 60½ | 7⅛x3x¼ | TL |
| 52 | ......(*) 2B7M | 2-4 | 1492 | 105 | 166 | ..... | 4095 | 6.50/20D | 8.25/20 | Own | 6-3⅜x5 | 268 | 5.5 | 178 | 83-2800 | 7-2⅝x10 11/16 | N | Own | 5 | Own | SF | H | 5.28-6.33 | Own | L4IHV | 349 | 523 | c | TX | 60½ | 7⅛x3x¼ | TL |
| 53 | ..3H5(3J5-3K5) | 3-5 | 1909 | 153 | 205 | ..... | 6280 | 7.50/20D | 9.75/20 | Own | 6-3⅝x5 | 309 | 5.4 | 204 | 87-2800 | 7-2⅝x10 11/16 | Y | Own | 4 | Own | SF | H | 6.14-7.17 | Own | L4IHV | 407 | 660 | c | FD | 67⅞ | 8 7/16x3x¼ | TB |
| 54 | .3HR5(3JR5-3KR5) | 3½-5 | 2266 | 153 | 205 | ..... | 6470 | 7.50/20D | 9.75/20 | Own | 6-3⅝x5 | 309 | 5.4 | 204 | 87-2800 | 7-2⅝x10 11/16 | Y | Cla | 5 | Own | 2F | H | ** -8.5 | Own | L4IHV | 407 | 660 | c | FD | 67⅞ | 8 7/16x3x¼ | TB |
| 55 | ..4H5(4J5-4K5) | 4-6 | 2988 | 156 | 205 | ..... | 7270 | 8.25/20D | 10.50/20 | Buda | 6-4 1/16x5½ | 428 | 4.7 | 284 | 104-2600 | 7-3x11½ | Y | BL | 5 | Own | 2F | H | ** -8.5 | Own | L4IHV | 407 | 660 | c | FD | 67⅞ | 10x3x¼ | TB |
| 56 | ..........4WH5 | 4-6 | 3350 | 156 | 205 | ..... | 7650 | 8.25/20D | 10.50/20 | Buda | 6-4 1/16x5½ | 428 | 4.7 | 284 | 104-2600 | 7-3x11½ | Y | BL | 5 | Own | 2F | H | ** -8.5 | Own | Ws4IA | 407 | 660 | c | FD | 67⅞ | 10x3x¼ | TB |
| 57 | Ster-...FB50 De L | 2-2½ | 1915 | 177 | 207 | 13000 | 4900 | 7.00/20D | 8.25/20 | Wau 6BK | 6-3¾x4¼ | 282 | 5.2 | 188 | 85-3200 | 7-2⅝x10¼ | N | WG T9 | 4 | Tim 53307H | SF | R | 5.83-6.80 | Tim 33000H | L4IH | 328 | 616 | a | TX | 91 | 10x3¼x¼ | L |
| 58 | ling..FB60 De L | 2½-3 | 2065 | 177 | 207 | 15000 | 5150 | 7.00/20D | 8.25/20 | Wau 6BK | 6-3¾x4¼ | 282 | 5.2 | 188 | 85-3200 | 7-2⅝x10¼ | N | Own UC12 | 4 | Tim 54411H | SF | R | 5.83-6.80 | Tim 33000H | L4IHV | 338 | 672 | a | TX | 91 | 10x3¼x¼ | L |
| 59 | .....FB70 De L | 3-4 | 2315 | 177 | 207 | 17000 | 5475 | 7.50/20D | 9.00/20 | Wau 6BK | 6-3¾x4¼ | 282 | 5.2 | 188 | 85-3200 | 7-2⅝x10¼ | N | Own UC6 | 4 | Tim 56410H | SF | R | 5.71-7.40 | Tim 33000H | L4IHV | 338 | 754 | a | TX | 91 | 10x3¼x¼ | L |
| 60 | ..........FD70 | 3-4 | 2384 | 177 | 207 | 17000 | 5540 | 7.50/20D | 9.00/20 | Wau 6BK | 6-3¾x4¼ | 282 | 5.2 | 188 | 85-3200 | 7-2⅝x10¼ | N | Own UC6 | 4 | Tim 76410H | SF | R | 7.35-8.21 | Tim 33000H | L4IHV | 338 | 754 | a | TX | 91 | 10x3¼x¼ | L |
| 61 | ..........FB80 | 3½-4½ | 3070 | 177 | 207 | 22000 | 6525 | 8.25/20D | 9.75/20 | Wau 6MK | 6-4¼x4½ | 381 | 6.1 | 252 | 85-2500 | 7-2⅝x12½ | Y | Own UC25 | 5 | Tim 58300H | SF | R | 5.57-7.80 | Tim 33000H | L4IHV | 384 | 794 | a | TX | 91 | 10x3¼x¼ | L |
| 62 | ..........FD90 | 4-5 | 3340 | 177 | 207 | 22000 | 7175 | 9.00/20D | 9.75/20 | Wau 6MK | 6-4¼x4½ | 381 | 6.1 | 252 | 85-2500 | 7-2⅝x12½ | Y | Own UC25 | 5 | Wis 72000L | 2F | R | 5.61-8.40 | Tim 33000H | L4IHV | 384 | 756 | a | TX | 91 | 10x3¼x¼ | L |
| 63 | ..........FC90 | 4-5 | 3250 | 177 | 207 | 22000 | 6775 | 8.25/20D | 9.75/20 | Wau 6BK | 6-3¾x4¼ | 282 | 5.2 | 188 | 85-3200 | 7-2⅝x10¼ | N | BL2252 | 5 | Own TU90H | CD | R | 7.74-10.8 | Tim 33000H | L4IHV | 384 | 1138 | s | TX | 91 | 10x3¼x¼ | L |
| 64 | ..........FD95 | 4½-5½ | 3840 | 177 | 207 | 26000 | 7850 | 9.75/20D | 10.50/22 | Wau 6MZ | 6-4¼x4¾ | 404 | 5.7 | 267 | 89-2400 | 7-2⅝x12½ | Y | BL5351 | 5 | Tim 75733H | 2F | R | 6.85-9.41 | Tim 35000H | L4IHV | 478 | 892 | a | TX | 91 | 10x3¼x¼ | L |
| 65 | ..........FC95 | 4½-5½ | 4035 | 177 | 207 | 26000 | 7775 | 9.75/20D | 10.50/22 | Wau 6MZ | 6-4¼x4¾ | 404 | 5.7 | 267 | 89-2400 | 7-2⅝x12½ | Y | BL5351 | 5 | Own TU95H | CD | R | 7.74-10.8 | Tim 35000H | L4IHV | 478 | 1138 | s | TX | 91 | 10x3¼x¼ | L |
| 66 | ......(7) FD97 | 5-6 | 5300 | 195 | 225 | 26000 | 8235 | 9.75/20D | 10.50/24 | Wau 6SRL | 6-4⅜x5⅛ | 462 | 4.6 | 302 | 102-2400 | 7-3x13⅜ | Y | Own UC2 | 4 | Tim 75733H | 2F | R | 6.85-9.41 | Tim 35100H | L4IHV | 510 | 990 | a | TX | 107 | 9x3¼x¼ | L |
| 67 | ......(7) FC100 | 5-6 | 5245 | 195 | 225 | 26000 | 7835 | 9.75/20D | 10.50/24 | Wau 6SRL | 6-4⅜x5⅛ | 462 | 4.6 | 302 | 102-2400 | 7-3x13⅜ | Y | Own UC2 | 4 | Own IB100M | CD | R | 6.11-10.8 | Tim 35000H | O2IMV | 570 | 724 | a | TX | 107 | 9x3¼x¼ | L |
| 68 | ......(7) FD115 | 6-7 | 5745 | 195 | 225 | 32000 | 8685 | 9.75/20D | 10.50/24 | Wau 6-125 | 6-4⅜x5⅛ | 462 | 5.0 | 328 | 125-2400 | 7-3x13⅜ | Y | Own UC2 | 4 | Tim 76733H | 2F | R | 6.86-9.20 | Tim 35100H | L4IHV | 510 | 1030 | s | TX | 107 | 9x3¼x¼ | L |
| 69 | ......(7) FC135 | 6-7 | 5580 | 195 | 225 | 34000 | 8835 | 9.75/22D | 10.50/24 | Wau 6-125 | 6-4⅜x5⅛ | 462 | 5.0 | 328 | 125-2400 | 7-3x13⅜ | Y | Own UC2 | 4 | Own IB140M | CD | R | 6.11-10.8 | Tim 26450N | O2IMV | 528 | 746 | s | TX | 107 | 9x3¼x¼ | L |
| 70 | ......(7) FD140 | 7-8 | 6860 | 195 | 225 | 36000 | 9850 | 10.50/20D | 11.25/24 | Wau 6SRK | 6-4⅝x5⅛ | 517 | 4.5 | 331 | 110-2300 | 7-3x13⅜ | Y | Own UC2 | 4 | Wis 1910W | 2F | R | 7.16-10.0 | Tim 26450TW | Ws4IA | 574 | 970 | a | JX | 107 | 9x3¼x¼ | L |
| 71 | ......(7) HC140 | 7-8 | 5715 | 189 | 219 | 36000 | 9485 | 9.75/22D | 11.25/24 | Wau 6-125 | 6-4⅜x5⅛ | 462 | 5.0 | 328 | 125-2400 | 7-3x13⅜ | Y | Own UC2 | 4 | Own IB140M | CD | R | 7.40-10.8 | Tim 26452N | O2IMV | 646 | 746 | s | TX | 107 | 9¼x3¼x⅜ | L |
| 72 | ......(7) HC185 | 10-14 | 8930 | 182 | 228 | 45000 | 11785 | 10.50/24S | 13.50/24 | Wau 6RB | 6-5x5¾ | 677 | 5.3 | 470 | 145-2000 | 4-3½x11⅜ | Y | Own UC9 | 4 | Ow NS185W | CD | R | 7.31-12.4 | Ti 27452-TW | Ws4IA | 708 | 1176 | s | JX | 92⅝ | 9¼x3¼x⅜ | L |
| 73 | ......(7) HC200 | 12-15 | 9895 | 182 | 228 | 50000 | 14985 | 10.50/24S | 13.50/24 | Wau 6RB | 6-5x5¾ | 677 | 5.3 | 470 | 145-2000 | 4-3½x11⅜ | Y | Own UC9 | 4 | Ow SS200-W | CD | R | 9.26-12.4 | Ti 27452-TW | Ws4IA | 708 | 1176 | s | JX | 92⅝ | 9¼x3¼x⅜ | L |
| 74 | ......(7) HC250 | 15-18 | 11495 | 177 | 177 | 60000 | 16985 | 11.25/24S | 13.50/24 | Wau 6RB | 6-5x5¾ | 677 | 5.3 | 470 | 145-2000 | 4-3½x11⅜ | Y | BL 7341 | 4 | Ow WS250-W | CD | R | 9.26-12.4 | Ti 27451-TW | Ws4IA | 708 | 1176 | s | JX | 92⅝ | 12½x3½x⅜ | L |
| 75 | Stewart........60A | ¾ | 645 | 117 | 132 | ..... | 2325 | 6.00/16S | 7.50/16 | Con | 6-3x4 | 170 | 6.2 | 124 | 60-2800 | 4-2¼x5 11/16 | N | WG | 4 | Spi | SF | H | ** 5.1 | Spi | L4IH | 216 | 320 | C | T | 45¼ | 6⅛x2¼x 5/32 | T |
| 76 | ..............62A | 1½-2 | 695 | 128 | 176 | ..... | 3390 | 6.00/20S | 7.50/20 | Con | 6-3¼x4⅜ | 218 | 5.9 | 155 | 65-2800 | 4-2¼x5 11/16 | N | WG | 4 | Cla | SF | H | 5.50-6.80 | Cla | L4IH | 256 | 472 | a | T | 56¼ | 8½x2¾x 5/32 | T |
| 77 | ............45AL | 1½-2½ | 795 | 134 | 188 | ..... | 3490 | 6.00/20S | 7.50/20 | Wau | 6-3⅜x4½ | 245 | 6.1 | 165 | 70-2800 | 7-2⅜x10¼ | N | WG | 4 | Cla | SF | H | 5.50-6.80 | Cla | L4IH | 256 | 472 | a | T | 54 | 8½x2¾x¼ | T |
| 78 | ..............47A | 2-3 | 1045 | 134 | 205 | ..... | 4340 | 6.50/20D | 8.25/20 | Wau | 6-3⅝x4¼ | 263 | 5.7 | 175 | 77-2800 | 7-2⅜x10¼ | N | WG | 4 | Cla | SF | H | 6.37-6.88 | Cla | L4IHV | 285 | 512 | a | T | 54 | 8½x2¾x¼ | T |
| 79 | ..............50A | 2½-3½ | 1245 | 134 | 205 | ..... | 4490 | 6.50/20D | 8.25/20 | Wau | 6-3⅝x4¼ | 263 | 5.7 | 175 | 77-2800 | 7-2⅜x10¼ | N | WG | 4 | Cla | SF | H | 6.37-6.88 | Cla | L4IHV | 365 | 610 | a | T | 54 | 8½x2¾x¼ | T |
| 80 | ..............49A | 3-4 | 1795 | 144 | 220 | ..... | 5640 | 7.00/20D | 9.00/20 | Wau | 6-3¾x4¼ | 282 | 5.7 | 190 | 83-2800 | 7-2⅜x10¼ | N | Fu | 5 | Cla | SF | H | 7.16-6.4 | Cla | L4IHV | 408 | 742 | a | T | 64 | 10x2¾x¼ | T |
| 81 | ..............51A | 3-5 | 1995 | 144 | 220 | ..... | 5840 | 7.00/20D | 9.00/20 | Con | 6-4⅛x4½ | 361 | 5.4 | 225 | 85-2500 | 7-2⅜x14¾ | N | Fu | 5 | Cla | SF | R | 7.16-6.4 | Cla | L4IHV | 408 | 742 | a | T | 64 | 10x2¾x¼ | T |
| 82 | ..............58A | 3½-5½ | 2500 | 164 | 224 | ..... | 6790 | 7.50/20D | 10.50/20 | Wau | 6-4¼x4¾ | 404 | 5.7 | 300 | 102-2500 | 7-2⅝x12½ | Y | Fu | 5 | Cla | SF | R | 7.16-6.4 | Cla | B4IMV | 478 | 810 | E | T | 88 11/16 | 10x2¾x¼ | T |
| 83 | ..............59A | 3½-6 | 2990 | 164 | 224 | ..... | 7290 | 7.50/20D | 10.50/20 | Wau | 6-4¼x4¾ | 404 | 5.7 | 300 | 102-2500 | 7-2⅝x12½ | Y | Fu | 5 | Tim | WF | R | 7.25-8.5 | Cla | B4IMV | 550 | 835 | E | T | 88 11/16 | 10x2¾x¼ | T |

† Rear 32 x 6. (*) Price includes chassis and cab. (**) Price includes chassis, cab and body. (x) Delivered at Factory Price. Includes all Federal Taxes but does not include any state and/or local taxes.

† Rear 32 x 6. (*) Price includes chassis and cab. (**) Price includes chassis, cab and body. (x) Delivered at Factory Price. Includes all Federal Taxes but does not include any state and/or local taxes.

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| 84 | ......38A | 5-7 | 4190 | 160 | 210 | ..... | 8070 | 9.00/20D | 10.50/20 | Wau | 6-4⅝x5⅛ | 517 | 4.5 | 330 | 110-2200 | 7-3x13⅞ | Y | BL | 5 | Tim | WF | R | 7.25-8.5 | Eat | B4IMV | 583 | 934 | E | T | 84 | 10x2¾x¼ | T |
| 85 | ......31A | 6-8 | 5590 | 160 | 210 | ..... | 9490 | 9.75/20D | 10.50/20 | Wau | 6-4⅝x5⅛ | 517 | 4.5 | 330 | 110-2200 | 7-3x13⅞ | Y | BL | 12 | Tim | WF | R | 8.2-9.0 | Eat | Ws4IA | 615 | 1004 | E | T | 84 | 10x2¾x¼ | T |
| 86 | ......1-COE | 1½-2½ | 1045 | 104 | 164 | ..... | 3690 | 6.00/20S | 7.50/20 | Wau | 6-3½x4¼ | 245 | 6.1 | 165 | 70-2800 | 7-2⅝x10¼ | N | WG | 4 | Cla | SF | H | 5.50-6.8 | Tim | L4IHV | 289 | 485 | a | T | 63½ | 8½x2¾x¼ | T |
| 87 | ......2-COE | 2-3 | 1260 | 104 | 164 | ..... | 4540 | 6.50/20D | 8.25/20 | Wau | 6-3⅝x4¼ | 263 | 5.7 | 175 | 77-2800 | 7-2⅝x10¼ | N | WG | 4 | Cla | SF | H | 6.37-6.8 | Tim | L4IHV | 289 | 485 | a | T | 63½ | 8½x2¾x¼ | T |
| 88 | ......3-COE | 2½-3½ | 1390 | 104 | 196 | ..... | 4690 | 6.50/20D | 8.25/20 | Wau | 6-3⅝x4¼ | 263 | 5.7 | 175 | 77-2800 | 7-2⅝x10¼ | N | WG | 4 | Cla | SF | H | 6.37-6.8 | Tim | L4IHV | 340 | 585 | a | T | 63½ | 8½x2¾x¼ | T |
| 89 | ......4-COE | 3-4 | 1890 | 104 | 196 | ..... | 5840 | 7.00/20D | 9.00/20 | Wau | 6-3¾x4¼ | 282 | 5.7 | 190 | 85-3200 | 7-2⅝x10¼ | N | Fu | 5 | Cla | SF | R | 7.16-6.4 | Tim | L4IHV | 383 | 660 | a | T | 63½ | 8½x2¾x¼ | T |
| 90 | Studebaker..(*) L5 | ½ | 650 | 116 | ... | 4500 | 2500 | 6.00/16S | 6.50/16 | Own H | 6-3 5/16x4⅜ | 226 | 6.0 | 173 | 90-3400 | 4-2½x5 15/32 | N | WG T88 | 3 | Spi 41-2 | Hy | H | 4.55-4.82 | Own L5 | L4IH | 150 | 276 | C | 2I | 35 5/16 | 6¼x1¾x 7/64 | T |
| 91 | ......K10 | 1 | 620 | 130 | ... | 6750 | 2840 | 6.50/16S | 32x6 | Own OT | 6-3 5/16x4⅜ | 226 | 6.0 | 152 | 79-3200 | 4-2½x5 15/32 | N | Cla 140T | 3 | Cla R650 | SF | H | 4.63-5.14 | Cla F182 | L4IH | 188 | 330 | F | 2I | 52 | 6x2 9/32x 3/16 | T |
| 92 | ......K15 | 1½ | 710 | 138 | 162 | 12000 | 3405 | 6.00/20†S | 7.50/20 | Own 1T | 6-3 5/16x4⅜ | 226 | 6.0 | 170 | 85-3200 | 4-2½x5 15/32 | N | WG T9 | 4 | Cla R750 | SF | H | 5.1-6.8 | Cla F266 | L4IH | 271 | 372 | F | T | 60 | 7x2¾x 7/32 | T |
| 93 | ...(c.o.e.)K15M | 1½ | 710 | 101 | 162 | 12000 | 3140 | 6.00/20†S | 7.50/20 | Own 1T | 6-3 5/16x4⅜ | 226 | 6.0 | 170 | 85-3200 | 4-2½x5 15/32 | N | WG T9 | 4 | Cla R750 | SF | H | 5.1-6.8 | Cla F280 | L4IH | 271 | 372 | F | T | 59⅝ | 7x2¾x 7/32 | T |
| 94 | ......K20 | 2 | 1035 | 138 | 180 | 14500 | 4315 | 6.50/20D | 8.25/20 | Her JXB | 6-3⅝x4¼ | 263 | 5.8 | 179 | 80-2800 | 7-2½x10 13/16 | Y | WG T9 | 4 | Tim 54414 | SF | H | 4.8-6.8 | Tim 31020N | L4IH | 320 | 477 | N | T | 60 | 8½x3x 7/32 | T |
| 95 | ......K20D | 2 | 2530 | 138 | 180 | 15500 | 5420 | 6.50/20D | 8.25/20 | Her DJXB | 6-3½x4½ | 260 | 14 | 174 | 68-2600 | 7-3x10 7/32 | Y | Cla 200V | 5 | Tim 94420 | 2F | H | 5.57-7.62 | Tim 31020N | L4IH | 320 | 477 | N | T | 60 | 8½x3x 7/32 | T |
| 96 | ...(c.o.e.)K20M | 2 | 1035 | 101 | 162 | 14500 | 4040 | 6.50/20D | 8.25/20 | Her JXB | 6-3⅝x4¼ | 263 | 5.8 | 179 | 80-2800 | 7-2½x10 13/16 | Y | WG T9 | 4 | Tim 54414 | SF | H | 4.8-6.8 | Tim 31100N | L4IH | 320 | 477 | N | T | 59⅝ | 8½x3x 7/32 | T |
| 97 | ......K25 | 2½ | 1585 | 138 | 180 | 17000 | 5050 | 7.00/20D | 9.00/20 | Her JXD | 6-4x4¼ | 320 | 5.6 | 219 | 86-2600 | 7-2½x10 13/16 | Y | Cla 200V | 5 | Tim 56411 | SF | H | 6.1-7.4 | Tim 31020N | L4IH | 418 | 644 | N | 2I | 60 | 8½x3x 7/32 | T |
| 98 | ...(c.o.e.)K25M | 2½ | 1585 | 101 | 162 | 17000 | 4765 | 7.00/20D | 9.00/20 | Her JXD | 6-4x4¼ | 320 | 5.6 | 219 | 86-2600 | 7-2½x10 13/16 | Y | Cla 200V | 5 | Tim 56411 | SF | H | 6.1-7.4 | Tim 31100N | L4IH | 418 | 644 | N | 2I | 59⅝ | 8½x3x 7/32 | T |
| 99 | ......K30 | 3 | 1985 | 142 | 184 | 20000 | 5800 | 7.00/20†D | 9.75/20 | Her WXC3 | 6-4¼x4½ | 383 | 5.5 | 268 | 106-2800 | 7-2⅝x13¼ | Y | Cla 270V | 5 | Tim 58300 | SF | H | 6.1-7.8 | Tim 32507 | L4IH | 421 | 659 | N | T | 60 | 8 7/16x3x 7/32 | T |
| 100 | ...(c.o.e.)K30M | 3 | 1985 | 101 | 166 | 20000 | 5610 | 7.00/20†D | 9.75/20 | Her WXC3 | 6-4¼x4½ | 383 | 5.5 | 268 | 106-2800 | 7-2⅝x13¼ | Y | Cla 270V | 5 | Tim 58300 | SF | H | 6.1-7.8 | Tim 32507 | L4IH | 421 | 659 | N | T | 59⅝ | 8 7/16x3x 7/32 | T |
| 101 | Truckstell (C)..TRC-250H | 2½-4 | 1168 | 131 | 217 | 14500 | 4475 | 7.50/20D | 7.50/20 | Chevrolet | 6-3½x3¾ | 216 | 6.2 | 170 | 78-3200 | 4-2¾x5 7/16 | N | Chev | 4 | Eat 1265 | SFd | U | 5.83-8.57 | Chev | C4IHV | 330 | 532 | pc | 2I | 57¾ | 7½x3x 15/32 | C |
| 102 | (C)..TRC-400H | 3-4 | 1329 | 134 | 231 | 15000 | 4625 | 7.50/20D | 8.25/20 | Chevrolet | 6-3½x3¾ | 216 | 6.2 | 170 | 78-3200 | 4-2¾x5 7/16 | N | Chev | 4 | Eat 1465 | SFd | U | 6.50-9.02 | Chev | C4IHV | 330 | 532 | pc | 2I | 59⅞ | 7½x3x 15/32 | C |
| 103 | (C)..TRC-500H | 2½-5 | 1508 | 134 | 231 | 16000 | 4827 | 8.25/20xD | 9.00/20 | Chevrolet | 6-3½x3¾ | 216 | 6.2 | 170 | 78-3200 | 4-2¾x5 7/16 | N | Chev | 4 | Eat 16000 | SFd | U | 6.50-9.02 | Chev | B4IHV | 331 | 550 | pc | 2I | 59⅞ | 7½x3x 15/32 | C |
| 104 | (C)..TRC-600 | 3½-6 | 1657 | 144 | 180 | 18500 | 5227 | 8.25/20xD | 9.75/20 | Chevrolet | 6-3½x3¾ | 216 | 6.2 | 170 | 78-3200 | 4-2¾x5 7/16 | N | Chev | 4 | Eat 17000 | SFd | H | 6.43-8.74 | Chev | B4IHV | 412 | 603 | pc | 2I | 70¾ | 7½x3x 15/32 | C |
| 105 | (C)..TRF-400H | 3-4 | 1304 | 135 | 229 | 15000 | 4790 | 7.50/20D | 8.25/20 | Ford V8 | 8-3 3/16x3¾ | 239 | 6.1 | 170 | 95-3600 | 3-2.5x4.6 | N | Ford | 4 | Eat 1450 | SFd | U | 6.50-9.02 | Ford | F4IHV | 346 | 506 | a | 2I | 62 1/16 | 7½x3x 15/32 | C |
| 106 | (C)..TRF-500H | 2½-5 | 1484 | 135 | 230 | 16000 | 4962 | 8.25/20xD | 9.00/20 | Ford V8 | 8-3 3/16x3¾ | 239 | 6.1 | 170 | 95-3600 | 3-2.5x4.6 | N | Ford | 4 | Eat 16000 | SFd | U | 6.50-9.02 | Ford | B4IMV | 326 | 496 | a | 2I | 62 1/16 | 7½x3x 15/32 | C |
| 107 | (C)..TRF-600 | 3½-6 | 1622 | 145 | 170 | 18500 | 5362 | 8.25/20xD | 9.75/20 | Ford V8 | 8-3 3/16x3¾ | 239 | 6.1 | 170 | 95-3600 | 3-2.5x4.6 | N | Ford | 4 | Eat 17000 | SFd | H | 6.43-8.74 | Ford | B4IMV | 422 | 602 | a | 2I | 71¾ | 7½x3x 15/32 | C |
| 108 | (coe)(C)TRF-400H | 3-4 | 1518 | 102 | 174 | 16000 | 4865 | 7.50/20D | 8.25/20 | Ford V8 | 8-3 3/16x3¾ | 239 | 170 | ... | 95-3600 | 3-2.5x4.6 | N | Ford | 4 | Eat 1450 | SFd | U | 6.50-9.02 | Ford | F4IHV | 346 | 506 | a | 2I | 61 | 7½x3x 15/32 | C |
| 109 | (coe)(C)TRF-500H | 2½-5 | 1698 | 102 | 174 | 17000 | 5037 | 8.25/20xD | 9.00/20 | Ford V8 | 8-3 3/16x3¾ | 239 | 170 | ... | 95-3600 | 3-2.5x4.6 | N | Ford | 4 | Eat 16000 | SFd | U | 6.50-9.02 | Ford | B4IHV | 326 | 496 | a | 2I | 61 | 7½x3x 15/32 | C |
| 110 | (coe)(C)TRF-600 | 3½-6 | 1836 | 112 | 148 | 19500 | 5437 | 8.25/20xD | 9.75/20 | Ford V8 | 8-3 3/16x3¾ | 239 | 170 | ... | 95-3600 | 3-2.5x4.6 | N | Ford | 4 | Eat 17000 | SFd | H | 6.43-8.74 | Ford | B4IHV | 422 | 602 | a | 2I | 72 | 7½x3x 15/32 | C |
| 111 | Warford..(C) EB-9 | 4-8 | 2130 | 155 | 194 | 26500 | 6200 | 32x6D | 8.25/20 | Ford V8 | 8-3 3/16x3¾ | 221 | 6.1 | 150 | 85-3800 | 3-2.5x4.7 | N | Ford-Own | 8 | Tim | SF | Tu | **-6.67 | Ford RE | 6IHV | 552 | 712 | A | 4I | 81¼ | 7¼x3x½ | C |
| 112 | ......(C) BC-9 | 4½-9 | 2175 | 154 | 198 | ..... | 6100 | 7.00/20D | 8.25/20 | Chev. | 6-3½x3¾ | 216 | 6.2 | 170 | 78-3200 | 4-2¾x5 7/16 | N | Chev-Own | 8 | Chev | SF | Tu | **-6.166 | Chev | 6IHV | 495 | 710 | A | 4I | 78¾ | 7½x3x½ | C |
| 113 | ......(C) EB-9X | 5-10 | 2235 | 155 | 194 | 30000 | 6400 | 7.50/20D | 8.25/20 | Ford V8 | 8-3 3/16x3¾ | 239 | 6.1 | 170 | 95-3600 | 3-2.5x4.7 | N | Ford-Own | 8 | Tim | SF | Tu | **-6.67 | Ford RE | 6IHV | 552 | 712 | A | 4I | 81¼ | 7½x3x½ | C |
| 114 | ......(C) BC-9X | 5-10 | 2175 | 154 | 198 | ..... | 6100 | 7.00/20D | 8.25/20 | Chev. | 6-3½x3¾ | 216 | 6.2 | 170 | 78-3200 | 4-2¾x5 7/16 | N | Chev-Own | 8 | Chev | SF | Tu | **-6.166 | Chev | 6IHV | 495 | 710 | A | 4I | 78¾ | 7½x3x½ | C |
| 115 | White.........500 | 1-2 | 950 | 136 | 196 | ..... | 3695 | 6.00/20S | 8.25/20 | Own 221 | 6-3⅜x4⅛ | 221 | 5.8 | 154 | 68-3000 | 7-2½x10 1/16 | Y | Own | 4 | Own | SF | .. | 5.66-6.66 | Own | 4IH | 296 | 477 | a | TX | 60¼ | 7 11/16x3x 7/32 | C |
| 116 | ......700 | 1-2 | 1095 | 136 | 196 | ..... | 4450 | 6.50/20S | 8.25/20 | Own 250 | 6-3 5/16x4½ | 250 | 6.1 | 175 | 76-2800 | 7-2⅞x10.7 | Y | Own | 4 | Own | SF | H | 4.85-6.80 | Own | L4IH | 296 | 477 | a | TX | 60¼ | 7 11/16x3x 7/32 | T |
| 117 | ......700A | 1½-3 | 1190 | 136 | 196 | ..... | 4820 | 6.50/20D | 8.25/20 | Own 250 | 6-3 5/16x4½ | 250 | 6.1 | 175 | 76-2800 | 7-2⅞x10.7 | Y | Own | 4 | Own | SF | H | 4.85-6.80 | Own | L4IH | 296 | 477 | a | TX | 60¼ | 7 11/16x3x 7/32 | T |
| 118 | ......700H | 1½-4 | 1390 | 136 | 196 | ..... | 4910 | 7.00/20D | 8.25/20 | Own 250 | 6-3 5/16x4½ | 250 | 6.1 | 175 | 76-2800 | 7-2⅞x10.7 | Y | Own | 4 | Own | SF | H | 4.86-6.80 | Own | L4IHV | 296 | 477 | a | TX | 60¼ | 7 11/16x3x 7/32 | T |
| 119 | ......704 | 1½-4 | 1550 | 136 | 226 | ..... | 5010 | 7.00/20D | 8.25/20 | Own 270 | 6-3 5/16x4½ | 270 | 5.8 | 200 | 90-2800 | 7-2⅞x10.7 | Y | Own | 4 | Own | SF | H | 5.14-6.83 | Own | L4IHV | 368 | 587 | a | TX | 60¼ | 7x2 11/16x 7/32 | T |
| 120 | ......704A | 2-5 | 1670 | 136 | 226 | ..... | 5155 | 7.50/20D | 8.25/20 | Own 270 | 6-3 5/16x4½ | 270 | 5.8 | 200 | 90-2800 | 7-2⅞x10.7 | Y | Own | 4 | Own | SF | H | 5.14-6.83 | Own | L4IHV | 368 | 587 | a | TX | 60¼ | 7x2 11/16x 7/32 | T |
| 121 | ......704X | ...... | 2000 | 136 | 226 | 15000 | 5316 | 34x7D | ...... | Own 270 | 6-3 5/16x4½ | 270 | 5.8 | 200 | 90-2800 | 7-2⅞x10.7 | Y | Own | 4 | Own | SF | H | 5.14-6.83 | Own | L4IHV | 368 | 587 | a | TX | 60¼ | 7x2 11/16x 7/32 | T |
| 122 | ......708 | 2-4½ | 2050 | 136 | 226 | ..... | 5520 | 7.00/20D | 9.00/20 | Own 318 | 6-3⅞x4½ | 318 | 6.3 | 245 | 110-2800 | 7-2⅞x10.7 | Y | Own | 5 | Own | SF | H | 5.22-7.14 | Own | L4IHV | 465 | 697 | a | TX | 60¼ | 7 11/16x3x¼ | T |
| 123 | ......710 | 2-5 | 2450 | 136 | 226 | ..... | 6209 | 7.50/20D | 9.75/20 | Own 318 | 6-3⅞x4½ | 318 | 6.3 | 245 | 110-2800 | 7-2⅞x10.7 | Y | Own | 5 | Own | SF | H | 5.22-7.14 | Own | L4IHV | 525 | 824 | a | TX | 60¼ | 8x3x¼ | T |
| 124 | ......710A | 3-6½ | 2615 | 136 | 226 | ..... | 6475 | 8.25/20D | 9.75/20 | Own 318 | 6-3⅞x4½ | 318 | 6.3 | 245 | 110-2800 | 7-2⅞x10.7 | Y | Own | 5 | Own | SF | H | 5.22-7.14 | Own | L4IHV | 525 | 824 | d | TX | 60¼ | 8x3x¼ | T |
| 125 | ......718 | 3-6 | 3175 | 136 | 226 | ..... | 7630 | 9.00/20D | 10.50/20 | Own 318 | 6-3⅞x4½ | 318 | 6.3 | 245 | 110-2800 | 7-2⅞x10.7 | Y | Own | 5 | Own | 2F | R | 7.23-8.73 | Own | L4IHV | 491 | 772 | a | TX | 60¼ | 8⅛x3⅛x⅜ | T |
| 126 | ......718A | 4½-8 | 3395 | 136 | 226 | ..... | 7798 | 9.75/20D | 10.50/20 | Own 318 | 6-3⅞x4½ | 318 | 6.3 | 245 | 110-2800 | 7-2⅞x10 11/16 | Y | Own | 5 | Own | 2F | R | 7.23-8.73 | Own | L4IHV | 491 | 772 | a | TX | 60¼ | 8⅛x3⅛x⅜ | T |
| 127 | ......750T | ...... | 3600 | 136 | 160 | ..... | 7168 | 9.00/20D | 10.50/22 | Own 362 | 6-3⅞x5⅛ | 362 | 5.8 | 280 | 116-2800 | 7-3x10.8 | Y | Own | 5 | Own | SF | R | 6.29-7.14 | Own | L4IHV | 629 | 979 | a | TX | 60¼ | 8x3x¼ | C |
| 128 | ......750 | 4½-8 | 3600 | 136 | 226 | ..... | 7745 | 9.00/20D | 10.50/22 | Own 362 | 6-3⅞x5⅛ | 362 | 5.8 | 280 | 116-2800 | 7-3x10.8 | Y | Own | 5 | Own | 2F | R | 7.23-8.73 | Own | L4IHV | 560 | 875 | d | TX | 60¼ | 8⅛x3⅛x⅜ | P |
| 129 | ......750A | 5-9 | 3850 | 136 | 226 | ..... | 8063 | 9.75/20D | 10.50/22 | Own 362 | 6-3⅞x5⅛ | 362 | 5.8 | 280 | 116-2800 | 7-3x10.8 | Y | Own | 5 | Own | 2F | R | 7.23-8.73 | Own | L4IHA | 560 | 875 | a | TX | 60¼ | 8⅛x3⅛x⅜ | P |
| 130 | ......720 | 5-9 | 4500 | 134 | 212 | ..... | 8200 | 9.00/20D | 10.50/22 | Own 460 | 6-4 5/16x5¼ | 460 | 5.0 | 320 | 123-2400 | 7-2¾x13⅛ | Y | Own | 5 | Own | 2F | R | 7.23-8.73 | Own | L4IHV | 560 | 875 | a | TD | 60 | 8⅛x3⅛x⅜ | TF |
| 131 | ......720T | ...... | 4500 | 134 | 158 | ..... | 8100 | 9.00/20D | 10.50/22 | Own 460 | 6-4 5/16x5¼ | 460 | 5.0 | 320 | 123-2400 | 7-2¾x13⅛ | Y | Own | 5 | Own | 2F | R | 7.23-8.73 | Own | L4IHV | 560 | 875 | a | TD | 60 | 8x3x¼ | TF |
| 132 | ......722X | 10 | 6825 | 212 | 212 | ..... | 11000 | 10.50/24D | 10.50/24 | Own 460 | 6-4 5/16x5¼ | 460 | 5.0 | 320 | 123-2400 | 7-2¾x13⅛ | Y | Own | 4 | Own | 2F | R | 6.67-8.48 | Own | O4IA | 633 | 1050 | a | TX | 138 | 8¼x3⅛x⅜ | L |
| 133 | ......722 | 8-10 | 5500 | 134 | 212 | ..... | 9300 | 9.75/20D | 11.25/22 | Own 529 | 6-4⅝x5¼ | 529 | 5.0 | 390 | 134-2400 | 7-2¾x13¾ | Y | Own | 5 | Own | 2F | R | 6.67-8.48 | Own | O4IA | 632 | 1050 | a | TD | 60 | 8¼x3⅛x⅜ | TF |
| 134 | ......691 | ...... | 7350 | 129 | 129 | ..... | 12200 | 10.50/24D | 11.25/24 | Own 580 | 6-4⅝x5¾ | 580 | 4.6 | 385 | 130-2300 | 7-3x15 11/32 | Y | Own | 5 | Own | 2F | R | 6.72-11.6 | Own | O4IA | 623 | 1044 | a | TD | 65 | 8¼x3⅛x⅜ | C |
| 135 | ......720A | 5-9½ | 4720 | 134 | 212 | ..... | 8600 | 9.75/20D | 10.50/22 | Own 460 | 6-4 5/16x5¼ | 460 | 5.0 | 320 | 123-2400 | 7-2¾x13⅛ | Y | Own | 5 | Own | 2F | R | 7.23-8.73 | Own | L4IHV | 560 | 875 | A | TD | 60 | 8¼x3⅛x⅜ | TF |
| 136 | ......722A | 8-10 | 5840 | 134 | 212 | ..... | 9800 | 10.50/20D | 11.25/22 | Own 529 | 6-4⅝x5¼ | 529 | 5.0 | 390 | 134-2400 | 7-2¾x13¾ | Y | Own | 5 | Own | 2F | R | 6.67-8.48 | Own | O4IA | 632 | 1050 | A | TD | 60 | 8¼x3⅛x⅜ | TF |
| 137 | ......800 | 1-1½ | 975 | 102 | 102 | ..... | 3176 | 6.00/20S | 7.50/20 | Own 205 | 6-3¼x4⅛ | 205 | 5.8 | 135 | 61-3300 | 7-2½x10 1/16 | Y | Own | 5 | Own | SF | H | 5.14-5.66 | Own | L4IH | 264 | 402 | a | TX | ... | 6x2½x¼ | C |
| 138 | ......802 | 1½-3 | 995 | 95 | 155 | ..... | 3527 | 6.00/20S | 8.25/20 | Own 221 | 6-3⅜x4⅛ | 221 | 5.9 | 154 | 68-3000 | 7-2½x10 1/16 | Y | Own | 4 | Own | SF | H | 5.14-6.60 | Own | L4IH | 264 | 477 | A | TX | 60 | 7x2¾x 7/32 | C |
| 139 | ......(c.o.e.) 805 | 1½-4 | 1850 | 97 | 193 | ..... | 5150 | 7.00/20D | 9.00/20 | Own 270 | 6-3 5/16x4½ | 270 | 5.8 | 200 | 90-2800 | 7-2⅞x10.7 | Y | Own | 4 | Own | SF | H | 5.14-6.83 | Own | L4IHV | 368 | 587 | a | TX | 60 | 7x2 11/16x 7/32 | C |
| 140 | ......c.o.e.) 810 | 2-5 | 2650 | 97 | 193 | ..... | 6329 | 7.50/20D | 9.75/20 | Own 318 | 6-3⅞x4½ | 318 | 6.3 | 245 | 110-2800 | 7-2⅞x10.7 | Y | Own | 5 | Own | SF | H | 5.22-7.14 | Own | L4IHV | 525 | 824 | a | TX | 60 | 8x3x¼ | C |
| 141 | ......(c.o.e.) 818 | 3-6 | 3375 | 97 | 193 | ..... | 7025 | 9.00/20D | 10.50/20 | Own 318 | 6-3⅞x4½ | 318 | 6.3 | 245 | 110-2800 | 7-2⅞x10.7 | Y | Own | 5 | Own | 2F | R | 7.23-8.73 | Own | L4IHV | 491 | 772 | a | TX | 60 | 8⅛x3⅛x⅜ | C |
| 142 | ....(c.o.e.) 805A | 2-6 | 1970 | 97 | 193 | ..... | 5294 | 7.50/20D | 9.00/20 | Own 270 | 6-3 5/16x4½ | 270 | 5.8 | 200 | 90-2800 | 7-2⅞x10.7 | Y | Own | 4 | Own | SF | H | 5.14-6.83 | Own | L4IHV | 368 | 587 | a | TX | 60 | 7x2 11/16x 7/32 | C |
| 143 | ....(c.o.e.) 818A | 4½-8 | 3595 | 97 | 193 | ..... | 7275 | 9.75/20D | 10.50/20 | Own 318 | 6-3⅞x4½ | 318 | 6.3 | 245 | 110-2800 | 7-2⅞x10.7 | Y | Own | 5 | Own | 2F | R | 7.23-8.73 | Own | L4IHV | 491 | 772 | a | TX | 60 | 8⅛x3⅛x⅜ | C |
| 144 | ..(*) (c.o.e.) 820 | 5-9 | 5400 | 109 | 193 | ..... | 8816 | 9.75/20D | 10.50/22 | Own 460 | 6-4 5/16x5¼ | 460 | 5.0 | 320 | 123-2400 | 7-2¾x13⅛ | Y | Own | 5 | Own | 2F | R | 7.23-8.73 | Own | O4IA | 560 | 843 | a | TD | 72 | 8⅛x3⅛x⅜ | C |
| 145 | ..(*) (c.o.e.) 822 | 8-10 | 6400 | 109 | 193 | ..... | 9403 | 10.50/20D | 11.25/24 | Own 529 | 6-4⅝x5¼ | 529 | 5.0 | 390 | 134-2400 | 7-2¾x13¾ | Y | Own | 5 | Own | 2F | R | 6.67-8.48 | Own | O4IA | 603 | 961 | a | TD | 72 | 8¼x3⅛x⅜ | P |
| 146 | ......822X | 8-10 | (13) | 175 | 175 | ..... | 10410 | 10.50/24D | 10.50/24 | Own 460 | 6-4 5/16x5¼ | 460 | 5.0 | 320 | 123-2400 | 7-2¾x13⅛ | Y | Own | 5 | Own | 2F | R | 6.67-8.48 | Own | O4IA | 603 | 961 | A | TD | 138 | 8¼x3⅛x⅜ | L |
| 147 | Willys....(9) SC48 | 1000lbs. | 330 | 100 | 100 | 3350 | 1285 | 5.50/16S | 6.00/16S | Own 48 | 4-3⅛x4⅜ | 134 | 5.7 | 100 | 48-3200 | 3-2.3x5.5 | N | WG T84D | 3 | Sal 2011 | S | H | 4.7-5.10 | Own 48 | B4IM | 135 | 198 | P | 4 | 29¾ | 3¾x1¾x 3/16 | KX |
| 148 | ....(9) SCOE48 | 1000lbs | (9) | 100 | 100 | 3600 | ..... | 6.00/16S | (9) | Own 48 | 4-3⅛x4⅜ | 134 | 5.7 | 100 | 48-3200 | 3-2.3x5.5 | N | WG T84D | 3 | Sal 2011-1 | S | H | **-5.10 | Own 48 | B4IM | 167 | 311 | a | 4 | ... | 3¾x1¾x 3/16 | KX |

## Four-Wheel-Drive

| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 149 | Auto-(1)(d)4x4 DF | ...... | 5000 | 163 | 163 | 20000 | 8415 | 9.00/20D | 9.00/20 | Own 404 | 6-4¼x4¾ | 404 | 5.5 | 295 | 97-2200 | 7-3x14⅜ | Y | Own DF4 | 8 | Tim 5002 | 2F | H | **7.35 | Tim F501 | T4IMV | 417 | 659 | c | 2I | 84½ | 9x3x¼ | T |
| 150 | car..(d) 4x4 N | ...... | 6000 | 167 | 167 | 24000 | 9900 | 9.75/20D | 9.75/20 | Own 404 | 6-4¼x4¾ | 404 | 5.5 | 295 | 97-2200 | 7-3x14⅜ | Y | Own DF4 | 8 | Tim 72000 | 2F | H | **7.27 | Tim F213 | T4IMV | 568 | 866 | c | 2I | 88½ | 9x3x¼ | T |
| 151 | ....(d) 4x4 NF | ...... | 6750 | 168 | 168 | 26000 | 10915 | 9.75/20D | 9.75/20 | Own 453 | 6-4½x4¾ | 453 | 5.5 | 333 | 108-2200 | 7-3x14⅜ | Y | Own TF4 | 8 | Tim 1337 | 2F | H | **7.52 | Tim F313 | T4IMV | 639 | 975 | c | 2I | 89⅛ | 10½x3x 3/16 | T |
| 152 | ....(d) 4x4 S | ...... | 7250 | 168 | 168 | 30000 | 11145 | 10.50/20D | 10.50/20 | Own 501 | 6-4½x5¼ | 501 | 5.5 | 375 | 123-2200 | 7-3¼x14 11/16 | Y | Own TF4 | 8 | Tim 1337 | 2F | H | **7.52 | Tim F313 | T4IMV | 639 | 975 | c | 2I | 89½ | 10½x3x 3/16 | T |
| 153 | Corbitt.......F-12 | 1½-2½ | 2375 | 143 | 180 | ..... | 4460 | 6.50/20D | 8.25/20 | Con A6244 | 6-3 5/16x4⅜ | 244 | 5.4 | 170 | 83-3200 | 4-2⅝x6⅝ | N | WG T9 | 8 | Tim 53521H | SF | H | 5.14-6.6 | Wis F30B | L4IH | 270 | 452 | a | TX | Opt | 7¾x3¼x 3/16 | T |
| 154 | ......F-14 | 2-3 | 3200 | 145 | 182 | ..... | 5060 | 7.50/20D | 8.25/20 | Con M6271 | 6-3⅝x4⅜ | 271 | 5.7 | 191 | 85-3200 | 7-2⅝x12 3/16 | N | Cla B116C | 8 | Tim 54411H | SF | H | 5.83-6.8 | Wis F544B | L4IH | 335 | 578 | a | TD | Opt | 8x3⅛x¼ | T |
| 155 | ......F-18 | 2½-4 | 4500 | 155 | 185 | ..... | 6900 | 8.25/20D | 9.00/20 | Con E-602 | 6-4⅛x4½ | 361 | 5.4 | 252 | 95-2500 | 7-2⅝x13 | N | Fu MGU | 10 | Wis 5002L | 2F | H | 6.00-8.21 | Wis F501H | L4IH | 335 | 578 | a | TD | Opt | 9x2½x¼ | D |
| 156 | ......F-19 | 2½-4 | 4300 | 155 | 185 | ..... | 6500 | 8.25/20D | 9.00/22 | Con M-6330 | 6-4x4⅜ | 330 | 5.5 | 233 | 98-2800 | 7-2⅝x12 3/16 | Y | Fu 5A330 | 10 | Wis 5002L | 2F | H | 6.62-8.21 | Wis F551H | L4IHV | 334 | 578 | a | TD | Opt | 8x3½x¼ | T |
| 157 | ......F-23 | 3-6 | 5500 | 160 | 190 | ..... | 9000 | 9.00/20D | 9.75/22 | Con 20-R | 6-4½x4⅞ | 381 | 4.8 | 276 | 106-2600 | 7-2¾x13⅛ | Y | Fu 5A430 | 10 | Wis 72300H | 2F | H | 5.61-8.40 | Wis F213H | L4IHV | 534 | 786 | a | TD | Opt | 8½x3½x 3/16 | T |
| 158 | ......F-27 | 4-7 | 6800 | 170 | 210 | ..... | 10000 | 9.75/22D | 10.50/22 | Con 21-R | 6-4⅝x4¾ | 428 | 4.6 | 308 | 118-2500 | 7-2¾x13⅛ | N | Fu 5A620 | 10 | Wis 1337BH | 2F | H | 6.36-8.59 | Wis F313H | L4IHV | 625 | 976 | a | TD | Opt | 12¼x3¾x¼ | T |
| 159 | ......F-35 | 6-10 | 8500 | 185 | 210 | ..... | 12500 | 10.50/20D | 11.25/24 | Con 22-R | 6-4½x5¼ | 501 | 4.5 | 364 | 138-2450 | 7-2⅝x12 3/16 | N | Fu 5A620 | 10 | Wis 1737KW | 2F | H | 6.39-9.16 | Wis F417KW | Ws4IA | 701 | 976 | a | TD | Opt | 12¼x3¾x 3/16 | T |
| 160 | F. W. D.......HS | | 2600 | 132 | 156 | 13000 | 5460 | 6.50/20D | 9.00/20 | Wau BK | 6-3¾x4¼ | 282 | 5.2 | 188 | 85-3200 | 7-2⅝x10¾ | Y | Fu 5B33 | 5 | Ti 53543HX1 | SF | H | ** 8.0 | Wis F33-H8 | L4IHV | 286 | 452 | G | T4 | 67¾ | 7⅛x2¾x 7/32 | C |
| 161 | ......HH6 | 2½-3 | 4380 | 138 | 170 | 18700 | 7100 | 9.75/20S | 10.50/20 | Wau MKR | 6-4¼x4¾ | 381 | 5.3 | 270 | 90-2400 | 7-2⅝x12⅛ | Y | BL 3352 | 5 | Own HU | BF | H | 6.7-8.84 | Own HU | L4IHV | 496 | 867 | G | T4 | 85 | 7x3x 11/32 | C |
| 162 | ......CUA | 3-4 | 4640 | 150 | 182 | 20000 | 7800 | 9.75/20S | 10.50/20 | Wau MZR | 6-4¼x4¾ | 404 | 5.3 | 288 | 96-2400 | 7-2⅝x12⅛ | Y | Fu 5A43 | 5 | Own 1938 | BF | H | 6.7-8.9 | Own 1937 | L4IHV | 496 | 867 | G | T4 | 90 | 7x3x 11/32 | C |
| 163 | ......CU | 3-4 | 4920 | 150 | 182 | 20000 | 8100 | 9.75/20S | 10.50/20 | Wau MZR | 6-4¼x4¾ | 404 | 5.3 | 288 | 96-2400 | 7-2⅝x12⅛ | Y | Own U | 5 | Own 1938 | BF | H | 6.7-8.9 | Own 1937 | L4IHV | 496 | 867 | G | T4 | 90 | 7x3x 11/32 | C |
| 164 | ......SUA | 4-5 | 5440 | 150 | 182 | 23600 | 8600 | 11.25/20S | 11.25/20 | Wau SRLR | 6-4⅝x5¼ | 462 | 5.5 | 330 | 112-2400 | 7-3x13⅜ | Y | Fu 5A62 | 5 | Own 1938 | BF | H | 6.7-8.9 | Own 1937 | L4IHV | 496 | 867 | G | T4 | 90 | 7x3x 11/32 | C |
| 165 | ......SU | 4-5 | 5640 | 150 | 182 | 24000 | 8900 | 11.25/20S | 11.25/20 | Wau SRLR | 6-4⅝x5¼ | 462 | 5.5 | 330 | 112-2400 | 7-3x13⅜ | Y | Own U | 5 | Own 1938 | BF | H | 6.7-8.9 | Own 1937 | L4IHV | 496 | 867 | G | T4 | 90 | 7x3x 11/32 | C |
| 166 | ......YU | 5-6 | 6300 | 150 | 182 | 26000 | 9500 | 10.50/20D | 11.25/20 | Wau SRKR | 6-4⅝x5½ | 517 | 5.4 | 369 | 126-2400 | 7-3x13⅜ | Y | Own U | 5 | Own 1938 | BF | H | 6.7-8.9 | Own 1937 | L4IHV | 496 | 867 | G | T4 | 90 | 8x3x 11/32 | C |
| 167 | ......MJ5 | 5-6 | 6700 | 150 | 180 | 27700 | 11200 | 9.75/20D | 12.75/20 | Wau SRKR | 6-4⅝x5½ | 517 | 5.4 | 369 | 126-2400 | 7-3x13⅜ | Y | Fu 5A62 | 5 | Wis 1337 | 2F | H | 6.6-8.6 | Wis 1337 | L4IHV | 578 | 976 | G | T4 | 91 | 10x3x 11/32 | C |
| 168 | ......MJ6 | 6-7½ | 7040 | 150 | 180 | 29000 | 11400 | 10.50/20D | 12.75/20 | Wau SRKR | 6-4⅝x5½ | 517 | 5.4 | 369 | 126-2400 | 7-3x13⅜ | Y | Fu 4B86 | 8 | Wis 1337 | 2F | H | 6.6-8.6 | Wis 1337 | L4IHV | 578 | 976 | G | T4 | 91 | 10x3x 11/32 | C |
| 169 | ......M7 | 7½-10 | 8800 | 150 | 180 | 37600 | 12300 | 12.75/20S | 13.50/20 | Wau RBR | 6-5x5¾ | 677 | 5.3 | 491 | 152-2400 | 4-3½x11⅜ | Y | Fu 4B86 | 8 | Wis 1757 | 2F | H | 6-4.4 | Wis 1757 | L4IHV | 578 | 976 | G | T4 | 91 | 10x3x 11/32 | C |
| 170 | ......M10 | 10-12 | 10400 | 150 | 180 | 40000 | 13400 | 13.50/20S | 13.50/24 | Her HXE | 6-5¾x6 | 935 | 5.3 | 615 | 198-2000 | 7-3½x16⅜ | Y | Fu 4B86 | 8 | Wis 1910 | 2I | H | 7.12-9.3 | Wis 1910 | W4IA | 665 | 1030 | G | T4 | 91 | 10x3x 11/32 | C |

† Rear 32 x 6. x Front 7.00/20. (*) Price Includes Chassis & Cab.

For abbreviations see page 219

| Line Number | MAKE AND MODEL | GENERAL (See Keynote): Tonnage Rating | Chassis Price | Standard Wheelbase | Max. W. B. Furnished | Gross Vehicle Weight with Max. Tires | Chassis Wt. (Stripped) | TIRE SIZES (D-dual rear, S-single rear): Standard Front and Rear | Maximum Tire Size Furnished | ENGINE DETAILS: Make and Model | No. of Cylinders, Bore and Stroke | Displacement | Comp. Ratio | Torque lb. ft. | Max. Brake H.P. at R.P.M. Given | Main Bearings: Number, Diameter and Length | Governor Standard | TRANS-MISSION: Make and Model | Forward Spd's | REAR AXLE: Make and Model | Gear and Type | Drive & Torque | Gear Ratio Range in High | FRONT AXLE: Make and Model | BRAKES SERVICE: Make Location Type Operat'n | Lining Area | Drum Area | Drum Material | Hand Location Type | C-A Dimension (Std. W. B.) | FRAME: Side Rail Dimensions | Type |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | F. W. D. ....... T26 | ...... | 2900 | 144 | 144 | 26000 | 6000 | 8.25/20D | 9.00/20 | Wau BK | 6-3¾x4¼ | 282 | 5.2 | 188 | 85-3200 | 7-2⅝x10¼ | Y | Fu 5B330 | 5 | Ti 53543HX1 | SF | H | ** 8.0 | Wis F33-H8 | L4IHV | 286 | 452 | G | T4 | 68 | 7 11/16x2¾x 7/32 | C |
| 2 | (cont.) ..... T32 | ...... | 4890 | 132 | 132 | 32000 | 9000 | 9.00/20D | 9.75/22 | Wau MKR | 6-4⅛x4¾ | 381 | 5.3 | 270 | 90-2400 | 7-2⅝x12½ | Y | Fu 5A430 | 5 | Own HU | BF | H | 7.3-9.8 | Own HU | L4IHV | 568 | 868 | G | T4 | 70⅝ | 10x3x¼ | C |
| 3 | ........... T40 | ...... | 5450 | 134 | 134 | 40000 | 10500 | 9.75/20D | 10.50/22 | Wau SRKR | 6-4⅝x5⅛ | 517 | 5.4 | 369 | 126-2400 | 7-3x13⅞ | Y | Fu 5A620 | 5 | Own U | BF | H | 7.3-11.2 | Own U | L4IHV | 568 | 868 | G | T4 | 71 | 10x3x¼ | C |
| 4 | ........... T60 | ...... | 6980 | 134 | 134 | 60000 | 11000 | 10.50/20D | 10.50/22 | Wau RBR | 6-5x5¾ | 677 | 5.3 | 491 | 152-2400 | 4-3½x11⅜ | Y | BL 7351 | 5 | Own MF | BF | H | 5.2-14.9 | Own MF | W4IA | 568 | 868 | G | T4 | 80 | 10x3x 11/32 | C |
| 5 | ........... T65 | ...... | 9120 | 150 | 150 | 65000 | 11300 | 10.50/20D | 13.50/20 | Wau RBR | 6-5x5¾ | 677 | 5.3 | 491 | 152-2400 | 4-3½x11⅜ | Y | BL 7481 | 8 | Wis 1757 | 2F | H | 5.4-8.3 | Wis 1757 | W4IA | 666 | 976 | G | T4 | 91 | 10x3x 11/32 | PC |
| 6 | ........... T72 | ...... | 10400 | 150 | 150 | 72000 | 13400 | 10.50/20D | 13.50/24 | Her HXE | 6-5¾x6 | 935 | 5.3 | 615 | 198-2000 | 7-3½x16⅝ | Y | Fu 4B86 | 8 | Wis 1910 | 2F | H | 7.16-9.35 | Wis 1910 | W4IA | 639 | 976 | G | T4 | 91 | 10x3x 11/32 | PC |
| 7 | Hug .......... 44-4 | 4-5 | 5425 | 150 | 160 | 24000 | 9600 | 10.50/20S | 10.50/20 | Wau 6SRL | 6-4⅜x5⅛ | 462 | 4.6 | 302 | 102-2000 | 7-3x12⅜ | Y | Fu 5A620 | 5 | Wis 72000 | 2F | H | 5.00-7.27 | Wis F213 | L4IHV | 536 | 864 | a | TD | 70¾ | 9⅛x3x 5/16 | T |
| 8 | .......... 45-4 | 5-7½ | 6125 | 150 | 160 | 29000 | 11000 | 10.50/20S | 10.50/20 | Wau 6SRK | 6-4⅝x5⅛ | 517 | 4.5 | 330 | 110-2200 | 7-3x13⅞ | Y | Fu 5A620 | 5 | Wis 1337 | 2F | H | 5.53-8.59 | Wis F318 | L4IHV | 625 | 972 | a | TD | 70¾ | 9⅛x3x 5/16 | T |
| 9 | .......... 46-4 | 7½-10 | 8780 | 160 | 170 | 35000 | 11800 | 11.25/20S | 11.25/20 | Wau 6GAL | 6-5x5½ | 648 | 4.6 | 468 | 135-2000 | 7-4x18⅝ | Y | Spl 7351 | 5 | Wis 1737 | 2F | H | 5.75-9.16 | Wis F417 | W4IA | 654 | 972 | a | TD | 86½ | 10x3x⅜ | T |
| 10 | Indiana ..... 12X4 | 1½-2 | (10) | 131 | Op | ..... | 4650 | 6.50/20D | 7.50/20 | Her JXC | 6-3¾x4¼ | 282 | 5.4 | 176 | 73-2800 | 7-2½x10 11/16 | Y | BL 2341 | 4 | Tim 53210 | SF | H | 5.14-5.66 | Wis F30B | L4IHV | 260 | 412 | G | TD | 46⅝ | 7 1/16x2½x 7/32 | T |
| 11 | .......... 14X4 | 2-2 | (10) | 140 | Op | ..... | 5900 | 7.50/20D | 8.25/20 | Her JXC | 6-3¾x4¼ | 282 | 5.4 | 176 | 73-2800 | 7-2½x10 11/16 | Y | BL 2341 | 4 | Tim 54413 | SF | H | 5.14-6.6 | Wis F54H | L4IHV | 260 | 528 | G | TD | 55⅝ | 7½x2¼x¼ | T |
| 12 | .......... 16X4 | 2½-3 | (10) | 156 | Op | ..... | 7500 | 7.50/20D | 8.25/20 | Her WXC | 6-4x4½ | 339 | 4.7 | 226 | 76-2400 | 7-2⅝x13¼ | Y | BL 3341 | 4 | Wis 5000L | SF | H | 6.35-7.35 | Wis F500 | L4IHV | 330 | 578 | G | TD | 72½ | 7½x3x¼ | T |
| 13 | .......... 18X4 | 4½-5 | (10) | 160 | Op | ..... | 9000 | 9.00/20D | 9.75/20 | Her YXC | 6-4⅜x4¾ | 428 | 4.5 | 283 | 94-2200 | 7-3x14 | Y | BL 5341 | 4 | Wis 72000L | 2F | H | 7.06-8.00 | Wis F213 | L4IHV | 492 | 867 | G | TD | 72 | 8⅛x3x 5/16 | T |
| 14 | .......... 18X4A | 4½-5 | (10) | 160 | Op | ..... | 8700 | 9.00/20D | 9.75/20 | Her YXC | 6-4⅜x4¾ | 428 | 4.5 | 283 | 94-2200 | 7-3x14 | Y | BL 5341 | 4 | Tim 58205H | SF | H | 6.14-6.83 | Wis F580H | L4IHV | 345 | 785 | G | TD | 72 | 8x3x¼ | T |
| 15 | .......... 20X4 | 5-6 | (10) | 172 | Op | ..... | 10600 | 9.75/20D | 9.75/20 | Her RXB | 6-4½x5¼ | 501 | 4.5 | 330 | 106-2000 | 7-3x12½ | Y | BL 5341 | 4 | Wis 1337H | 2F | H | 7.52-8.59 | Wis F311H | L4IHV | 582 | 975 | G | TD | 84 | 8¼x3x⅜ | T |
| 16 | .......... 22X4 | 5½-6½ | (10) | 185 | Op | ..... | 13000 | 10.50/20D | 10.50/20 | Her HXB | 6-5x6 | 707 | 4.5 | 455 | 148-2000 | 7-3½x17 | Y | BL 7341 | 4 | Wis 417W | 2F | H | 7.14-9.15 | Wis 1737W | Ws4IA | 648 | 975 | G | TD | 84 | 10x3x 5/16 | T |
| 17 | Kenworth ..... 539 | ...... | 6118 | 134 | 146 | 22700 | 19180 | 9.00/20D | 9.75/24 | Bud K428 | 6-4⅜x4¾ | 428 | 5.3 | 302 | 108-2400 | 7-3x11½ | Y | Fu 5A62 | 5 | Wis 72300 | 2F | H | 5.77-8.40 | Wis F207 | L4IHV | 458 | 785 | a | PD | 72 | 7½x3¼x½ | C |
| 18 | .......... 540 | ...... | 7251 | 134 | 146 | 25900 | 10310 | 9.75/20D | 9.75/24 | Bud K428 | 6-4⅜x4¾ | 428 | 5.3 | 302 | 108-2400 | 7-3x11½ | Y | Fu 5A62 | 5 | Wis 1337 | 2F | H | 6.85-9.41 | Wis F323 | Ws4IA | 648 | 975 | a | PD | 72 | 7½x3¼x½ | C |
| 19 | .......... 541 | ...... | 7835 | 134 | 146 | 25900 | 0650 | 9.75/20D | 9.75/24 | Bud LO525 | 6-4½x5½ | 525 | 5.5 | 385 | 135-2200 | 7-3x11½ | Y | Fu 5A62 | 5 | Wis 1337 | 2F | H | 6.85-9.41 | Wis F323 | Ws4IA | 648 | 975 | a | PD | 72 | 7½x3¼x½ | C |
| 20 | .......... 542 | ...... | 8412 | 134 | 146 | 35000 | 10935 | 0.50/20D | 10.50/24 | Bud LO525 | 6-4½x5½ | 525 | 5.5 | 385 | 135-2200 | 7-3x11½ | Y | Fu 5A62 | 5 | Wis 1757 | 2F | H | 6.02-8.50 | Wis F427 | Ws4IA | 648 | 975 | a | PD | 72 | 7½x3¼x½ | C |
| 21 | Marmon-Herr. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 22 | ...... (c) LD3-4 | ½ | 1445 | 113 | 113 | ..... | 2719 | 7.50/15S | 9.00/15S | Ford V8 | 8-3 1/16x3¾ | 221 | 6.1 | 150 | 85-3800 | 3-2.4x5⅜ | N | Ford | 4 | Ford | S¾ | U | ** 4.44 | Own LD1 | FO4IH | 162 | 264 | a | 2/4 I | 36½ | 5½x2x.11 | C |
| 23 | ...... (c) OT2-4 | 1 | 1585 | 123 | 123 | ..... | 3322 | 7.00/17D | 7.50/17 | Ford V8 | 8-3 1/16x3¾ | 221 | 6.1 | 155 | 85-3800 | 3-2.4x5⅜ | N | Ford | 4 | Ford | SF | U | ** 4.11 | Own 78 | FO4IH | 201 | 308 | c | 2/4 I | 48⅛ | 6x2¼x 3/16 | C |
| 24 | (16).... (c) F5-4 | 1½-3 | 1502 | 135 | 135 | ..... | 4279 | 6.00/20D | 32x6 | Ford V8 | 8-3 1/16x3¾ | 221 | 6.1 | 150 | 85-3800 | 3-2.4x5⅜ | N | Ford | 4 | Ford | SF | U | ** 6.67 | Own IX41 | FO4IH | 346 | 508 | a | 2/4 I | 58 | 7x2¾x 7/32 | C |
| 25 | (16)(c.o.e.)(c) F5-4 | 1½-3 | 1855 | 135 | 135 | ..... | 4207 | 6.00/20D | 32x6 | Ford V8 | 8-3 1/16x3¾ | 221 | 6.1 | 150 | 85-3800 | 3-2.4x5⅜ | .. | Ford | 4 | Ford | SF | U | ** 6.67 | Own IX42 | FO4IH | 346 | 508 | s | 2I | 93 | 7x2¾x.21 | C |
| 26 | (16).... (c) F6-4 | 1½-3 | 1549 | 157 | 157 | ..... | 4319 | 6.00/20D | 32x6 | Ford V8 | 8-3 1/16x3¾ | 221 | 6.1 | 150 | 85-3800 | 3-2.4x5⅜ | N | Ford | 4 | Ford | SF | U | ** 6.67 | Own IX41 | FO4IH | 346 | 508 | a | 2/4 I | 58 | 7x2¾x 7/32 | C |
| 27 | (16)(c)(c.o.e.) F6-4 | 1½-3 | 1890 | 157 | 157 | ..... | 4424 | 6.00/20D | 32x6 | Ford V8 | 8-3 1/16x3¾ | 221 | 6.1 | 150 | 85-3800 | 3-2.4x5⅜ | N | Ford | 4 | Ford | SF | U | ** 6.67 | Own IX41 | FO4IH | 346 | 508 | a | 2/4 I | 58 | 7x2¾x 7/32 | C |
| 28 | ...... (*) C10-4 | 2-2½ | 2490 | 143 | Op | ..... | 4430 | 6.50/20D | 7.50/20 | Her JXB | 6-3⅞x4¼ | 263 | 5.4 | 182 | 78-2800 | 7-2½x10 11/16 | N | WG T9 | 4 | Tim MH811 | SF | H | ** 6.6 | TWH MH81 | 4IH | 267 | 452 | a | TX | 60 | 7⅞x2½x 7/32 | C |
| 29 | ...... (*) C20-4 | 2½-3 | 2820 | 143 | Op | ..... | 4665 | 7.00/20D | 7.50/20 | Her JXC | 6-3¾x4¼ | 282 | 5.3 | 196 | 84-2800 | 7-2½x10 11/16 | N | Fu 5A33 | 5 | Tim MH811 | SF | H | ** 6.6 | TWH MH81 | 4IH | 267 | 452 | a | TX | 60 | 7⅞x2½x 7/32 | C |
| 30 | ...... (*) C30-4 | 3-3½ | 3250 | 143 | Op | ..... | 5155 | 7.50/20D | 8.25/20 | Her JXD | 6-4x4¼ | 320 | 5.3 | 224 | 95-2800 | 7-2½x10 11/16 | N | Fu 5A33 | 5 | Tim MH822 | SF | H | ** 6.8 | TWH MH82 | 4IH | 281 | 527 | a | TX | 60 | 7⅞x2½x 7/32 | C |
| 31 | ...... (*) C40-4 | 3½-4 | 4550 | 158 | Op | ..... | 7000 | 8.25/20D | 9.00/20 | Her WXC3 | 6-4¼x4½ | 383 | 5.0 | 260 | 106-2800 | 7-2⅝x13¼ | Y | Fu 5A430 | 5 | Tim MH833 | SF | H | ** 5.5 | TWH MH83 | 4IH | 342 | 578 | a | FD | 72 | 9 11/16x3x¼ | C |
| 32 | ...... (*) C50-4 | 4-5 | 4995 | 158 | Op | ..... | 7895 | 9.00/20D | 9.75/20 | Her WXLC3 | 6-4¼x4¾ | 404 | 5.0 | 293 | 118-2800 | 7-2⅝x13¼ | Y | Fu 5A430 | 5 | Tim MH844 | SF | H | ** 7.8 | TWH MH84 | 4IH | 384 | 785 | a | FD | 72 | 9 11/16x3x¼ | C |
| 33 | ...... (*) C55-4 | 4½-5½ | 5400 | 158 | Op | ..... | 8100 | 9.00/20D | 9.75/20 | Her RXB | 6-4½x5¼ | 501 | 4.5 | 330 | 110-2200 | 7-3x14 | Y | Fu 5A62 | 5 | Tim MH844 | SF | H | ** 7.8 | WH MH84 | 4IH | 384 | 785 | a | FD | 72 | 9 11/16x3x¼ | C |
| 34 | ... (*) C55DR-4 | 6-7 | 6120 | 158 | Op | ..... | 8500 | 9.00/20D | 9.75/20 | Her RXB | 6-4½x5¼ | 501 | 4.5 | 330 | 110-2200 | 7-3x14 | Y | Fu 5A62 | 5 | Wis MH888 | 2F | H | ** 7.52 | WH MH88 | 4IH | 738 | 975 | a | FD | 72 | 9 11/16x3x¼ | C |
| 35 | ...... (*) C60-4 | 5-6 | 6500 | 161 | Op | ..... | 8785 | 9.00/20D | 9.75/20 | Her RXB | 6-4½x5¼ | 501 | 4.5 | 330 | 110-2200 | 7-3x14 | Y | Fu 5A620 | 5 | Wis MH866 | 2F | H | ** 7.27 | WH MH86 | 4IH | 461 | 785 | a | FD | 72 | 9 11/16x3x¼ | C |
| 36 | ...... (*) C70-4 | 6-7 | 8895 | 161 | Op | ..... | 9880 | 9.75/20D | 9.75/22 | Her RXB | 6-4½x5¼ | 501 | 4.5 | 330 | 110-2200 | 7-3x14 | Y | Fu 5A620 | 5 | Wis MH899 | 2F | H | ** 7.52 | WH MH89 | 4IA | 738 | 975 | a | FD | 72 | 10 1/16x3x 5/16 | C |
| 37 | ...... (*) C80-4 | 7-9 | 9750 | 161 | Op | ..... | 10420 | 10.50/20D | 10.50/22 | Her RXC | 6-4⅝x5¼ | 529 | 4.9 | 350 | 114-2200 | 7-3x14 | Y | Fu 5A620 | 5 | Wis MH900 | 2F | H | ** 8.05 | WH MH90 | 4IA | 738 | 975 | a | FD | 72 | 10 1/16x3x 5/16 | C |
| 38 | ..... (*)TH515-4 | 7-9 | 11910 | 198 | Op | ..... | 12600 | 10.50/20D | 10.50/22 | Her HXD | 6-5½x6 | 855 | 4.5 | 555 | 180-2000 | 7-3½x17 | Y | BL 7341 | 4 | Wis MH900 | 2F | H | ** 8.05 | WH MH90 | 4IA | 738 | 975 | a | FD | 102 | 8⅛x3x 5/16 | P |
| 39 | ..... (*)TH520-4 | 8-10 | 12900 | 198 | Op | ..... | 13850 | 10.50/20D | 10.50/24 | Her HXE | 6-5¾x6 | 935 | 4.5 | 610 | 198-2000 | 7-3½x17 | Y | BL 7341 | 4 | Wis MH911 | 2F | H | ** 8.88 | WH MH91 | 4IA | 738 | 975 | a | FD | 102 | 10⅛x3x⅜ | P |
| 40 | (D).. (*) CD20-4 | 2½-3 | 4095 | 143 | Op | ..... | 5420 | 7.50/20D | 7.50/20 | Her DJXB | 6-3½x4½ | 260 | 14. | 178 | 79-2600 | 7-3x10 7/32 | Y | Fu 5A33 | 5 | Tim MH811 | SF | H | ** 5.57 | TWH MH81 | 4IH | 267 | 452 | a | TX | 60 | 7⅞x2½x 7/32 | C |
| 41 | (D). (*) CD30-4 | 3-3½ | 4425 | 143 | Op | ..... | 5615 | 7.50/20D | 8.25/20 | Her DJXC | 6-3¾x4½ | 298 | 14. | 194 | 90-2600 | 7-3x10 7/32 | Y | Fu 5A33 | 5 | Tim MH822 | SF | H | ** 5.56 | TWH MH82 | 4IH | 281 | 527 | a | TX | 60 | 7⅞x2½x 7/32 | C |
| 42 | (D)(*)CD55DR-4 | 5-6 | 8412 | 158 | Op | ..... | 9800 | 9.00/20D | 9.75/20 | Her DRXB | 6-4⅜x5¼ | 474 | 14. | 350 | 124-2200 | 7-3x13¼ | Y | Fu 5A62 | 5 | Wis MH888 | 2F | H | ** 6.36 | WH MH88 | 4IH | 738 | 975 | a | FD | 72 | 9 11/16x3x¼ | C |
| 43 | (D).. (*) CD70-4 | 6-7 | 11350 | 161 | Op | ..... | 10775 | 9.75/20D | 9.75/22 | Her DRXB | 6-4⅜x5¼ | 474 | 14. | 350 | 124-2200 | 7-3x13¼ | Y | Fu 5A620 | 5 | Wis MH899 | 2F | H | ** 6.36 | WH MH89 | 4IA | 738 | 975 | a | FD | 72 | 10 1/16x3x 5/16 | C |
| 44 | (D).. (*) CD80-4 | 7-9 | 12150 | 161 | Op | ..... | 11315 | 10.50/20D | 10.50/22 | Her DRXB | 6-4⅜x5¼ | 474 | 14. | 350 | 124-2200 | 7-3x13¼ | Y | Fu 5A620 | 5 | Wis MH900 | 2F | H | ** 7.14 | WH MH90 | 4IA | 738 | 975 | a | FD | 72 | 10 1/16x3x 5/16 | C |
| 45 | (D)(*)THD515-4 | 7-9 | 14435 | 198 | Op | ..... | 13300 | 10.50/20D | 10.50/22 | Her DHXB | 6-5x6 | 707 | 14. | 530 | 176-1800 | 7-3½x17¼ | Y | BL 7341 | 4 | Wis MH900 | 2F | H | ** 7.14 | WH MH90 | 4IA | 738 | 975 | a | FD | 102 | 8⅛x3x 5/16 | P |
| 46 | (D)(*)THD520-4 | 8-10 | 15135 | 198 | Op | ..... | 14500 | 10.50/20D | 10.50/24 | Her DHXB | 6-5x6 | 707 | 14. | 530 | 176-1800 | 7-3½x17¼ | Y | BL 7341 | 4 | Wis MH911 | 2F | H | ** 7.95 | WH MH91 | 4IA | 738 | 975 | a | FD | 102 | 10⅛x3x⅜ | P |
| 47 | Oshkosh ...... JCB | 2 | 2885 | 153 | 200 | 14000 | 5900 | 7.00/20D | 9.00/20 | Her JXC | 6-3¾x4¼ | 282 | 5.3 | 197 | 85-3000 | 7-2½x10 11/16 | Y | Fu | 5 | Own JCB | SF | H | 4.4-5.2 | Own JCB | L4IH | 335 | 578 | a | TX | 71 | 6x3½x¼ | P |
| 48 | .......... JD | 3 | 3490 | 153 | 200 | 15500 | 6050 | 7.50/20D | 9.00/20 | Her JXD | 6-4x4¼ | 320 | 5.3 | 224 | 94-2800 | 7-2½x10 11/16 | Y | Fu | 5 | Own JD | SF | H | 4.4-5.2 | Own JD | L4IH | 335 | 578 | a | TX | 71 | 6x3½x¼ | P |
| 49 | .......... B3S | 3½-4 | 5140 | 146 | 201 | 21500 | 8250 | 10.50/20S | 10.50/20 | Her WXC3 | 6-4¼x4½ | 383 | 4.7 | 265 | 106-2800 | 7-2⅝x13¼ | Y | Fu | 5 | Own B3S | SF | H | 4.8-7.8 | Own B3S | L4IH | 510 | 867 | G | TX | 78¾ | 7x3x½ | TtL |
| 50 | .......... B3D | 4 | 5590 | 146 | 201 | 23000 | 8250 | 10.50/20S | 10.50/20 | Her WXC3 | 6-4¼x4½ | 383 | 4.7 | 265 | 106-2800 | 7-2⅝x13¼ | Y | Fu | 5 | Own B3D | 2F | H | 5.0-8.4 | Own B3D | L4IH | 560 | 867 | G | TX | 78¾ | 7x3x½ | TtL |
| 51 | .......... C3S | 4-5 | 5635 | 146 | 201 | 23800 | 8700 | 9.75/20D | 11.25/20 | Her YXC2 | 6-4⅜x4¾ | 453 | 4.4 | 300 | 100-2400 | 7-3x14 | Y | Fu | 5 | Own C3S | SF | H | 6.0-7.8 | Own C3S | L4IH | 518 | 867 | G | TX | 82 | 7x3x½ | TtL |
| 52 | .......... C3D | 4-5 | 6135 | 146 | 201 | 24000 | 9575 | 9.75/20D | 11.25/20 | Her YXC2 | 6-4⅜x4¾ | 453 | 4.4 | 300 | 100-2400 | 7-3x14 | Y | Fu | 5 | Own C3D | 2F | H | 5.6-8.4 | Own C3D | L4IH | 630 | 975 | G | TX | 82 | 7x3x½ | TtL |
| 53 | .......... FS | 5 | 6275 | 146 | 201 | 25000 | 9600 | 10.50/20S | 11.25/20 | Her RXB | 6-4½x5¼ | 500 | 4.4 | 330 | 110-2200 | 7-3x12¼ | Y | Fu | 5 | Own FS | SF | H | 6.5-8.4 | Own FS | L4IH | 630 | 975 | G | TX | 82 | 7x3x½ | TtL |
| 54 | .......... FC | 6 | 6500 | 146 | 201 | 26000 | 9700 | 9.75/20D | 11.25/20 | Her RXB0 | 6-4½x5¼ | 500 | 5.4 | 360 | 121-2200 | 7-3x12¼ | Y | Fu | 5 | Own FC | 2F | H | 5.8-6.67 | Own FC | L4IH | 630 | 975 | G | TX | 82 | 7x3x½ | TtL |
| 55 | .......... FB | 6-7 | 6700 | 146 | 201 | 29000 | 10300 | 10.50/20D | 11.25/20 | Her RXC0 | 6-4⅝x5¼ | 529 | 5.4 | 380 | 128-2200 | 7-3x13¼ | Y | Fu | 5 | Own FB | 2F | H | 5.8-6.67 | Own FB | L4IH | 630 | 975 | G | TX | 82 | 8x3x½ | TtL |
| 56 | .......... FD | 7½ | 7650 | 146 | 201 | 30000 | 11500 | 10.50/20D | 12.00/20 | Her RXC0 | 6-4⅝x5¼ | 529 | 5.4 | 380 | 128-2200 | 7-3x13¼ | Y | Fu | 5 | Own FD | 2F | H | 6.2-7.1 | Own FD | L4IH | 630 | 975 | G | TX | 82 | 8x3x½ | TtL |
| 57 | .......... BG3 | 10 | 8840 | 168 | 193 | 38000 | 14200 | 10.50/24D | 13.50/20 | Her HXB | 6-5x6 | 707 | 4.5 | 455 | 148-2000 | 7-3½x16⅝ | Y | BL | 4 | Own BG | 2F | H | 4.7-6.8 | Own BG3 | B4IM | 666 | 975 | G | TX | 85 | 10x3¼x½ | L |
| 58 | .......... GD | 10-12 | 10400 | 168 | 193 | 40000 | 14200 | 13.50/20S | 13.50/20 | Her HXE | 6-5¾x6 | 935 | 4.5 | 610 | 199-2000 | 7-3½x16⅝ | Y | BL | 4 | Own GD | 2F | H | 5.3-7.4 | Own GD | B4IM | 666 | 975 | G | TX | 85 | 10x3¼x½ | L |
| 59 | Walter ...... FND | 3-4 | 5700 | 126 | 150 | 20000 | 7500 | 9.75/20S | 9.00/20 | Wauk WMK | 6-4⅛x4¾ | 381 | 5.0 | 270 | 90-2200 | 7-2⅝x10¼ | Y | Own FJN | 6 | Own FNB | 2D | H | 6.0-8.0 | Own FN | O4IA | 450 | 670 | G | FI | 84 | 7x2¾x¼ | T |
| 60 | .......... FMD | 4-5 | 7200 | 126 | 150 | 24000 | 8500 | 9.00/20D | 9.75/20 | Wauk WSRL | 6-4⅜x5⅛ | 462 | 5.0 | 325 | 110-2200 | 7-3x13⅞ | Y | Own FJD | 6 | Own FMB | 2D | H | 6.0-8.0 | Own FM | O4IA | 450 | 670 | G | FI | 84 | 12x3½x½ | TB |
| 61 | .......... FKMD | 5 | 7500 | 126 | 150 | 28000 | 9000 | 9.75/20D | 10.50/20 | Wauk WSRK | 6-4⅝x5⅛ | 517 | 5.0 | 345 | 120-2200 | 7-3x13⅞ | Y | Own FJD | 6 | Own FJB | 2D | H | 6.0-8.0 | Own FJ | O4IA | 450 | 670 | G | FI | 84 | 12x3½x½ | TB |
| 62 | .......... FCKD | 5-7 | 8400 | 126 | 138 | 30000 | 10500 | 9.75/24D | 10.50/24 | Wauk WSRK | 6-4⅝x5⅛ | 517 | 5.0 | 345 | 120-2200 | 7-3x13⅞ | Y | Own FC | 6 | Own FCC | 2D | H | 7.5-9.0 | Own FC | O4IA | 450 | 670 | G | FI | 84 | 13x3¾x½ | TB |
| 63 | .......... FCS | 5-7 | 8600 | 138 | 162 | 30000 | 11000 | 9.75/24D | 10.50/24 | Wauk WSRK | 6-4⅝x5⅛ | 517 | 5.0 | 345 | 120-2200 | 7-3x13⅞ | Y | Own FC | 6 | Own FCC | 2D | H | 7.5-9.0 | Own FC | O4IA | 450 | 670 | D | FI | 84 | 14x3¾x½ | TB |
| 64 | .......... FBS | 5-8 | 9900 | 138 | 162 | 31000 | 12000 | 10.50/24D | 10.50/24 | Wauk WRB | 6-5x5¾ | 677 | 5.5 | 465 | 150-2200 | 4-3½x11⅝ | Y | Own FA | 6 | Own FCC | 2D | H | 7.5-9.0 | Own FC | O4IA | 560 | 890 | D | FI | 96 | 14x3¾x½ | TB |
| 65 | .......... FBRS | 7-10 | 10500 | 138 | 162 | 46000 | 13000 | 11.25/24D | 12.00/24 | Wauk WRB | 6-5x5¾ | 677 | 5.5 | 465 | 150-2200 | 4-3½x11⅝ | Y | Own FA | 6 | Own FCR | 2D | H | 7.5-9.0 | Own FCR | O4IA | 560 | 890 | D | FI | 96 | 14x3¾x½ | TB |
| 66 | .......... AXBS | 5-8 | 10700 | 138 | 162 | 31000 | 12000 | 10.50/24D | 10.50/24 | Her HXE | 6-5¾x6 | 935 | 5.3 | 610 | 200-2000 | 7-3½x16⅝ | Y | Own FA | 6 | Own FCC | 2D | H | 7.5-9.1 | Own FC | O4IA | 560 | 890 | D | FI | 108 | 14x3¾x½ | TB |
| 67 | ..... (D) ADKD | 5-7 | 10000 | 126 | 138 | 29000 | 12000 | 9.75/24D | 10.50/24 | Her DRXB | 6-4⅜x5¼ | 474 | ... | 350 | 125-1800 | 7-3x13¾ | Y | Own FA | 6 | Own FCC | 2D | H | 7.5-9.1 | Own FC | O4IA | 560 | 890 | D | FI | 96 | 14x3¾x½ | TB |
| 68 | ..... (D) ADBS | 5-8 | 11000 | 138 | 162 | 32000 | 13000 | 10.50/24D | 10.50/24 | Cum HB6 | 6-4⅞x6 | 672 | ... | 500 | 150-1800 | 7-4½x16 | Y | Own FA | 6 | Own FCC | 2D | H | 7.5-9.1 | Own FO | O4IA | 560 | 890 | D | FI | 108 | 14x3¾x½ | TB |
| 69 | ..... (D) ADVD | 15 | 12500 | 126 | 162 | 65000 | 17000 | 13.50/24D | 13.50/24 | Cum HB6 | 6-4⅞x6 | 672 | ... | 500 | 150-1800 | 7-4½x16 | Y | Own FA | 6 | Own AV | 2D | H | ** 10.5 | Own AV | O4IA | 620 | 1020 | D | FI | 96 | 14x3¾x½ | TB |

## Six-Wheelers

| Line Number | MAKE AND MODEL | Wheels Driven | Tonnage Rating | Chassis Price | Standard Wheelbase | Max. W. B. Furnished | Gross Vehicle Weight with Max. Tires | Chassis Wt. (Stripped) | Standard Front and Rear | Maximum Tire Size Furnished | Engine Make and Model | No. of Cylinders, Bore and Stroke | Displacement | Comp. Ratio | Torque lb. ft. | Max. Brake H.P. at R.P.M. Given | Main Bearings | Governor Standard | Transmission Make and Model | Forward Spd's | Rear Axle Make and Model | Gear and Type | Drive & Torque | Gear Ratio Range in High | Front Axle Make and Model | Brakes Make Location Type Operat'n | Lining Area | Drum Area | Drum Material | Hand Location Type | C-A Dimension (Std. W. B.) | Side Rail Dimensions | Type |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 70 | (a) Autocar (1) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 71 | (a) 6x2 RL | 2F | ...... | 2715 | 164 | 182 | 32000 | 9345 | 8.25/20D | 9.00/20 | Own 358 | 6-4x4¾ | 358 | 5.5 | 250 | 85-2300 | 7-3x12⅝ | Y | Own RL5 | 5 | Own RL | 2F | H | 6.49-7.89 | Tim 32502 | LO4IDV | 466 | 694 | c | FD | 84 | 8 11/16x3x 7/32 | T |
| 72 | (a) 6x2 DF | 2F | ...... | 4250 | 164 | 218 | 36000 | 10485 | 9.00/20D | 9.75/20 | Own 404 | 6-4¼x4¾ | 404 | 5.5 | 295 | 97-2200 | 7-3x14⅝ | Y | Own DF5 | 5 | Own DFA | 2F | H | 6.49-7.89 | Tim 35100 | LO4IDV | 580 | 930 | c | FD | 84 | 9x3x¼ | T |
| 73 | (a) 6x2 NF | 2F | ...... | 5300 | 182 | 218 | 40000 | 11985 | 9.75/20D | 10.50/20 | Own 453 | 6-4½x4¾ | 453 | 5.5 | 333 | 108-2200 | 7-3x14⅝ | Y | Own TF5 | 5 | Own C | 2F | H | 7.20-9.43 | Tim 26452 | LO4IDV | 580 | 930 | c | FD | 102 | 10⅛x3x¼ | T |
| 74 | (a) 6x2 T | 2F | ...... | 5900 | 208 | 222 | 45000 | 12985 | 9.75/20D | 10.50/20 | Own 501 | 6-4¾x5¼ | 501 | 5.5 | 375 | 123-2200 | 7-3¼x14 11/16 | Y | Own TF5 | 5 | Own CG | 3F | H | 7.69-8.52 | Tim 26452 | TO4IA | 631 | 930 | c | FD | 128 | 10½x3x¼ | T |

(*) Price includes chassis & cab.

| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 75 | 6x4 DF | 4R | ...... | 5750 | 139 | 139 | 35000 | 11005 | 9.00/20D | 9.00/20 | Own 404 | 6-4¼x4¾ | 404 | 5.5 | 295 | 97-2200 | 7-3x14⅜ | Y | Own DF5 | 5 | Tim SD252H | 2F | H | 7.66-8.44 | Tim 35100 | L4IHV | 667 | 758 | c | FD | 59 | 9x3x¼ | TL |
| 76 | 6x4 TO | 4R | ...... | 8550 | 184 | 184 | 40000 | 14115 | 9.75/20D | 9.75/20 | Own 501 | 6-4½x5¼ | 501 | 5.5 | 375 | 123-2200 | 7-3¼x14 11/16 | Y | Own TF5 | 5 | Tim SDD352 | 2F | H | 8.15-9.11 | Tim 26452 | T4IA | 598 | 907 | c | FD | 104 | 10½x3x 5/16 | TL |
| 77 | 6x4 TD | 4R | ...... | 8700 | 142 | 142 | 40000 | 14415 | 9.75/24D | 9.75/24 | Own 501 | 6-4½x5¼ | 501 | 5.5 | 375 | 123-2200 | 7-3¼x14 11/16 | Y | Own TF4A3 | 12 | Tim SDD352 | 2F | H | 8.15-9.11 | Tim 26452 | T4IA | 598 | 907 | c | FD | 62 | 9x3x¼ | TL |
| 78 | 6x4 TC | 4R | ...... | 9500 | 142 | 142 | 52000 | 15045 | 10.50/24D | 10.50/24 | Own 501 | 6-4½x5¼ | 501 | 5.5 | 375 | 123-2200 | 7-3¼x14 11/16 | Y | Own TF4A3 | 12 | Tim SDD452 | 2F | H | 8.15-9.11 | Tim 26452 | T4IA | 598 | 907 | c | FD | 62 | 10½x3x 5/16 | TL |
| 79 | U. S. (a) 6x2 UD | 2F | ...... | 4700 | 127 | 145 | 32000 | 10930 | 9.00/20D | 9.75/20 | Own 358 | 6-4x4¾ | 358 | 5.5 | 250 | 85-2300 | 7-3x12⅝ | Y | Own UDF5 | 5 | Own C | 2F | H | 7.20-9.43 | Tim 35100 | LO4IDV | 580 | 930 | c | FD | 102¼ | 8x3x¼ | T |
| 80 | (a) 6x2 UN | 2F | ...... | 5200 | 128 | 163 | 36000 | 11660 | 9.00/20D | 9.75/20 | Own 404 | 6-4¼x4¾ | 404 | 5.5 | 295 | 97-2200 | 7-3x14⅜ | Y | Own UDF5 | 5 | Own C | 2F | H | 7.20-9.43 | Tim 26452 | LO4IDV | 580 | 930 | c | FD | 103¼ | 9x3x¼ | T |
| 81 | (a) 6x2 UNF | 2F | ...... | 5500 | 128 | 163 | 40000 | 12290 | 9.75/20D | 10.50/20 | Own 453 | 6-4½x4¾ | 453 | 5.5 | 333 | 108-2200 | 7-3x14⅜ | Y | Own UTF5 | 5 | Own C | 2F | H | 7.20-9.43 | Tim 26452 | LO4IDV | 580 | 930 | c | FD | 103¼ | 9x3x¼ | T |
| 82 | (a) 6x2 UT | 2F | ...... | 5800 | 145 | 163 | 45000 | 13130 | 9.75/20D | 10.50/20 | Own 501 | 6-4½x5¼ | 501 | 5.5 | 375 | 123-2200 | 7-3¼x14 11/16 | Y | Own UTF5 | 5 | Own CG | 2F | H | 7.69-8.52 | Tim 26452 | TO4IA | 631 | 930 | c | FD | 120¼ | 10⅜x3x¼ | T |
| 83 | 6x4 UTO | 4R | ...... | 8500 | 118 | 118 | 40000 | 13590 | 9.75/20D | 9.75/20 | Own 501 | 6-4½x5¼ | 501 | 5.5 | 375 | 123-2200 | 7-3¼x14 11/16 | Y | Own UTF5 | 5 | Tim SDD352 | 2F | H | 8.15-9.11 | Tim 26452 | T4IA | 598 | 907 | c | FD | 93¼ | 9x3x¼ | TL |
| 84 | 6x4 UTD | 4R | ...... | 8750 | 109 | 109 | 48000 | 13490 | 9.75/24D | 9.75/24 | Own 501 | 6-4½x5¼ | 501 | 5.5 | 375 | 123-2200 | 7-3¼x14 11/16 | Y | Own UTF5 | 5 | Tim SDD352 | 2F | H | 8.15-9.11 | Tim 27452 | T4IA | 598 | 907 | c | FD | 84¼ | 9x3x¼ | TL |
| 85 | Corbitt.35SB2 | 2F | 6-8 | 4800 | 190 | Op | ..... | 9100 | 9.00/20D | 9.75/22 | Con E603 | 6-4¼x4½ | 383 | 5.6 | 280 | 104-2400 | 7-2⅝x13 | N | Fu 5A430 | 5 | Ti SBT1500TW | SF | A | 6.06-7.40 | Ti 33000TW | Ws6IA | 636 | 1094 | a | TD | Opt | 8⅛x3½x 5/16 | T |
| 86 | .....40SB2 | 2F | 8-10 | 5800 | 190 | Op | ..... | 10700 | 9.75/20D | 10.50/22 | Con 21R | 6-4⅜x4¾ | 428 | 4.6 | 308 | 118-2500 | 7-2⅝x13 5/16 | N | Fu 5A620 | 5 | Ti SBT252W | SF | A | 4.55-7.80 | Ti 35100TW | Ws6IA | 668 | 1193 | a | TD | Opt | 8⅛x3½x 5/16 | T |
| 87 | .....18SB4 | 4R | 2¼-4 | 3950 | Op | Op | ..... | 5800 | 7.00/20D | 7.50/20 | Con A6244 | 6-3 7/16x4⅜ | 244 | 5.4 | 170 | 83-3200 | 4-2⅜x6⅝ | N | Cla B116C | 4 | Ti SBD800H | SF | A | 6.26-8.05 | Tim 30020H | L6IHV | 382 | 608 | a | TX | Opt | 8x3½x¼ | T |
| 88 | .....18SB2 | 2F | 2½-4 | 2000 | 175 | Op | ..... | 5300 | 7.00/20D | 7.50/20 | Con A6244 | 6-3 7/16x4⅜ | 244 | 5.4 | 170 | 83-3200 | 4-2⅜x6⅝ | N | Cla B116C | 4 | Ti SBT800H | SF | A | 5.14-6.60 | Tim 30020H | L6IHV | 382 | 608 | a | TX | Opt | 8x3½x¼ | T |
| 89 | .....25SB2 | 2F | 4-6 | 3750 | 175 | Op | ..... | 7670 | 8.25/20D | 9.00/20 | Con M6290 | 6-3¾x4⅜ | 290 | 5.5 | 206 | 87-2800 | 7-2⅝x12 5/16 | N | Fu 5A330 | 5 | Ti SBT1000TW | SF | A | 4.86-6.80 | Ti 31000TW | Ws6IA | 574 | 980 | a | TX | Opt | 8x3½x¼ | T |
| 90 | .....25SB4 | 4R | 4-6 | 5720 | Op | Op | ..... | 9000 | 8.25/20D | 9.00/20 | Con M6290 | 6-3¾x4⅜ | 290 | 5.5 | 206 | 87-2800 | 7-2⅝x12 5/16 | N | Fu 5A330 | 5 | Ti SBD1000TW | SF | A | 5.93-8.30 | Ti 31000TW | Ws6IA | 574 | 930 | a | TX | Opt | 8x3½x¼ | T |
| 91 | .....35SB4 | 4R | 6-8 | 6380 | Op | Op | ..... | 10000 | 9.00/20D | 9.75/22 | Con E603 | 6-4¼x4½ | 383 | 5.6 | 280 | 104-2400 | 7-2⅝x13 | N | Fu 5A430 | 5 | TimSBD1500 | SF | A | 5.41-9.03 | Ti 33000TW | Ws6IA | 636 | 1094 | a | TD | Opt | 8⅛x3½x 5/16 | T |
| 92 | .....40SB4 | 4R | 8-10 | 8800 | Op | Op | ..... | 11500 | 9.75/20D | 10.50/22 | Con 21R | 6-4⅜x4¾ | 428 | 4.6 | 308 | 118-2500 | 4-2⅝x13 5/16 | N | Fu 5A620 | 5 | Tim SD252W | 2F | A | 5.90-8.40 | Ti 35100TW | Ws6IA | 668 | 1193 | a | TD | Opt | 8⅛x3½x 5/16 | T |
| 93 | .....18SB6 | 6 | 2½-4 | 5500 | Op | Op | ..... | 7300 | 7.00/20D | 8.25/20 | Con A6244 | 6-3 7/16x4⅜ | 244 | 5.4 | 170 | 83-3200 | 7-2⅜x6⅝ | N | Cla B116C | 8 | Ti SBD800H | SF | A | 4.57-6.60 | Wis F30B | L6IHV | 396 | 678 | a | TX | Opt | 8x3½x¼ | T |
| 94 | .....25SB6 | 6 | 4-6 | 7500 | Op | Op | ..... | 8200 | 8.25/20D | 9.00/22 | Con M6330 | 6-4⅛x4¾ | 381 | 4.8 | 276 | 106-2600 | 7-2¾x13 5/16 | N | Fu 5A330 | 10 | TimSBD1000 | SF | A | 4.86-6.80 | Wis F544H | Ws6IA | 574 | 930 | a | TD | Opt | 8x3½x¼ | T |
| 95 | .....40SD6 | 6 | 6-8 | 8900 | Op | Op | ..... | 11700 | 9.00/20D | 9.75/22 | Con 22R | 6-4½x5¼ | 501 | 4.5 | 364 | 138-2450 | 7-2⅝x12 5/16 | N | Fu 5A620 | 10 | Ti SD252TW | 2F | A | 6.41-9.33 | Wis F209TW | Ws6IA | 685 | 1220 | a | TD | Opt | 12x3½x¼ | T |
| 96 | .....50SD6 | 6 | 8-10 | 12300 | Op | Op | ..... | 14600 | 9.75/20D | 10.50/22 | Her HXC | 6-5¼x6 | 779 | 4.5 | 508 | 164-2000 | 7-3½x17 | N | Spi 7551 | 10 | Tim SD352W | 2F | A | 7.33-9.11 | Wis F310W | Ws6IA | 1084 | 1626 | a | TD | Opt | 12¼x3¼x 5/16 | T |
| 97 | ......54SD6 | 6 | 10-15 | 16900 | Op | Op | ..... | 15400 | 9.75/22D | 10.50/22 | Her HXC | 6-5¼x6 | 779 | 4.5 | 508 | 164-2000 | 7-3½x17 | N | BL 7541 | 8 | Tim SD452W | 2F | A | 7.33-9.11 | Wis F311W | Ws6IA | 1084 | 1625 | a | TD | Opt | 12¼x3½x 5/16 | T |
| 98 | Dart.....1000 | | 5-7 | 4050 | op‡ | Op | 28000 | 7500 | 32x6D | 9.00/20 | Her JXD | 6-4x4¼ | 320 | 5.6 | 204 | 84-2800 | 7-2½x10¼ | Y | Fu 5A330 | 5 | Ti SBD1000H | 2F | T | 5.93-8.30 | Tim 31005H | L6IHV | 537 | 930 | a | TX | Opt | 10x3x¼ | L |
| 99 | .......1500 | | 6-8 | 5200 | op‡ | Op | 32000 | 10000 | 34x7D | 9.75/20 | Her WXC3 | 6-4¼x4½ | 383 | 4.7 | 262 | 106-2800 | 7-2⅝x13 13/16 | Y | Fu 5A430 | 5 | TimSBD1500 | 2F | T | 5.41-9.03 | Tim 33000H | L6IHV | 603 | 1095 | a | TX | Opt | 10x3x¼ | L |
| 100 | ........251 | | 6-8 | 5600 | op‡ | Op | 35000 | 12600 | 34x7D | 9.00/20 | Her WXC3 | 6-4¼x4½ | 383 | 4.7 | 262 | 106-2800 | 7-2⅝x13¼ | Y | Fu 5A430 | 10 | Tim SD251H | 2F | T | 5.90-8.44 | Tim 33000H | L6IHV | 603 | 1095 | a | TD | Opt | 10x3x¼ | B |
| 101 | ........352 | | 7½-10 | 9850 | op‡ | Op | 40000 | 15400 | 9.75/20D | 10.50/24 | Her RXC | 6-4⅝x5¼ | 529 | 4.9 | 350 | 114-2200 | 7-3x14 | Y | Fu MHU | 12 | Tim SD352W | 2F | T | 7.33-10.2 | Ti 27450TW | Ws6IA | 874 | 1517 | a | TD | Opt | 10x3½x 5/16 | B |
| 102 | Federal...202 | 2R | 2-4 | 1950 | 162 | 215 | ..... | 6650 | 7.00/20D | 7.50/20 | Her JXB | 6-3⅝x4¼ | 263 | 5.4 | 183 | 80-2800 | 7-2½x10 13/16 | Y | WG T9 | 4 | Tim SBT800 | SF | R | 5.83-6.80 | Tim 31000H | L6IHV | 475 | 828 | a | TD | 83 | 8 5/16x2⅞x¼ | TP |
| 103 | ........204 | 4R | 2-4 | 2550 | 162 | 215 | ..... | 7200 | 7.00/20D | 7.50/20 | Her JXB | 6-3⅝x4¼ | 263 | 5.4 | 183 | 80-2800 | 7-2½x10 13/16 | Y | WG T9 | 4 | Tim SBD800 | SF | R | 7.11-8.30 | Tim 31000H | L6IHV | 475 | 828 | a | TD | 83 | 8 5/16x2⅞x¼ | TP |
| 104 | ........252 | 2R | 2½-5 | 2545 | 162 | 215 | ..... | 7650 | 7.50/20D | 8.25/20 | Her JXC | 6-3¾x4¼ | 282 | 5.6 | 195 | 85-2800 | 7-2½x10 13/16 | Y | Cla 185F | 4 | Tim SBT1000 | SF | R | 5.83-6.80 | Tim 31000H | L6IHV | 531 | 930 | a | TD | 83 | 8 5/16x2⅞x¼ | TP |
| 105 | ........254 | 4R | 2½-5 | 3000 | 162 | 215 | ..... | 8050 | 7.50/20D | 8.25/20 | Her JXC | 6-3¾x4¼ | 282 | 5.6 | 195 | 85-2800 | 7-2½x10 13/16 | Y | Cla 185F | 4 | TimSBD1000 | SF | R | 5.93-8.30 | Tim 31000H | L6IHV | 531 | 930 | a | TD | 83 | 8 5/16x2⅞x¼ | TP |
| 106 | ........292 | 2R | 3-6 | 3290 | 162 | 215 | ..... | 8650 | 8.25/20D | 9.00/20 | Her JXD | 6-4x4¼ | 320 | 5.4 | 225 | 95-2800 | 7-2½x10 13/16 | Y | Cla 205V | 5 | Tim SBT155 | SF | R | 6.16-7.40 | Tim 32501H | L6IHV | 657 | 1168 | a | TD | 83 | 8 5/16x2⅞x¼ | TP |
| 107 | ........294 | 4R | 3-6 | 3900 | 162 | 215 | ..... | 9200 | 8.25/20D | 9.00/20 | Her JXD | 6-4x4¼ | 320 | 5.4 | 225 | 95-2800 | 7-2½x10 13/16 | Y | Cla 205V | 5 | TimSBD1500 | SF | R | 6.44-9.03 | Tim 32501H | L6IHV | 657 | 1168 | a | TD | 83 | 8 5/16x2⅞x¼ | TP |
| 108 | ........402 | 2R | 4-7 | 4275 | 162 | 215 | ..... | 10150 | 9.00/20D | 9.00/20 | Wau 6MK | 6-4⅛x4¾ | 381 | 6.1 | 273 | 98-2400 | 7-2⅝x12½ | Y | Cla 270V | 5 | Tim SBT251 | SF | R | 5.57-7.80 | Tim 33000H | L6IHV | 835 | 1386 | a | TD | 87 | 10⅛x3½x 5/16 | TB |
| 109 | ........502 | 2R | 5-8 | 5990 | 162 | 215 | ..... | 11700 | 9.00/20D | 10.50/20 | Wau 6MZ | 6-4¼x4¾ | 404 | 5.4 | 292 | 105-2400 | 7-2⅝x12½ | Y | Cla 270V | 5 | Tim SDT352 | 2F | R | 6.85-9.41 | Ti 35000TW | Ws6IA | 964 | 1418 | a | TD | 87 | 10⅛x3½x 5/16 | TB |
| 110 | ........504 | 4R | 5-8 | 5075 | 162 | 215 | ..... | 11000 | 9.00/20D | 9.75/20 | Wau 6MZ | 6-4¼x4¾ | 404 | 5.4 | 292 | 105-2400 | 7-2⅝x12½ | Y | Cla 270V | 5 | TimSBD1500 | SF | R | 6.44-9.03 | Tim 35011H | L6IHV | 657 | 1168 | a | TD | 87 | 10⅛x3½x 5/16 | TB |
| 111 | .......504A | 4R | 5-8 | 6675 | 162 | 215 | ..... | 12500 | 9.00/20D | 10.50/20 | Wau 6MZ | 6-4¼x4¾ | 404 | 5.4 | 292 | 105-2400 | 7-2⅝x12½ | Y | Cla 270V | 5 | Tim SDD352 | 2F | R | 7.33-9.11 | Ti 35000TW | Ws6IA | 964 | 1418 | a | TD | 87 | 10⅛x3½x 5/16 | TB |
| 112 | ..(c.o.e.) 802 | 2R | 2-4 | 2040 | 127 | 180 | ..... | 6700 | 7.00/20D | 7.50/20 | Her JXB | 6-3⅝x4¼ | 263 | 5.4 | 183 | 80-2800 | 7-2½x10 13/16 | Y | WG T9 | 4 | Tim SBT800 | SF | R | 5.83-6.80 | Tim 31102H | L6IHV | 475 | 828 | a | TD | 83 | 8 5/16x2⅞x¼ | TP |
| 113 | ..(c.o.e.) 852 | 2R | 2½-5 | 2645 | 127 | 180 | ..... | 7700 | 7.50/20D | 8.25/20 | Her JXC | 6-3¾x4¼ | 282 | 5.6 | 195 | 85-2800 | 7-2½x10 13/16 | Y | Cla 185F | 4 | Tim SBT1000 | SF | R | 5.83-6.80 | Tim 32502H | L6IHV | 575 | 1006 | a | TD | 83 | 8 5/16x2⅞x¼ | TP |
| 114 | ..(c.o.e.) 892 | 2R | 3-6 | 3355 | 127 | 180 | ..... | 8700 | 8.25/20D | 9.00/20 | Her JXD | 6-4x4¼ | 320 | 5.4 | 225 | 95-2800 | 7-2½x10 13/16 | Y | Cla 205V | 5 | Tim SBT155 | SF | R | 6.16-7.40 | Tim 32502H | L6IHV | 657 | 1168 | a | TD | 83 | 8 5/16x2⅞x¼ | TP |
| 115 | F. W. D....MJ6X6 | 10 | | 10800 | 184 | 204 | 40000 | 17200 | 10.50/20D | 12.75/20 | Wau SRKR | 6-4⅝x5⅛ | 517 | 5.4 | 369 | 126-2400 | 7-3x13⅞ | Y | Fu 4B86 | 8 | Wis SD352 | 2F | R | 7.33-9.56 | Wis 1337 | W6IA | 1085 | 1680 | G | T6 | 120 | 10x3x 11/16 | PC |
| 116 | ..........M6x6 | 15 | | 13585 | 204 | 228 | 52400 | 18200 | 13.50/20S | 12.75.24 | Wau RBR | 6-5x5¾ | 677 | 5.3 | 491 | 152-2400 | 4-3½x11⅝ | Y | Fu 4B86 | 8 | Wis SD520 | 2F | R | 9.68-11.1 | Wis 1910 | W6IA | 1085 | 1680 | G | T6 | 145 | 10x3x 11/16 | PC |
| 117 | Hug.......99 | 4R | 10-12 | 9000 | 175 | 175 | 65000 | 15100 | 11.25/20D | 11.25/20 | Wau 6GAL | 6-5x5½ | 648 | 4.6 | 468 | 135-2000 | 7-4x18⅝ | Y | Spi 7341 | 4 | Wis SD420 | 2F | T | 7.33-10.2 | Shu 1673 | W6IA | 1027 | 1581 | a | TD | 92 | 9x4 41/64x 5/16 | I |
| 118 | ...(D) D99 | 4R | 10-12 | 9975 | 175 | 175 | 65000 | 15100 | 11.25/20D | 11.25/20 | Cum HB6 | 6-4⅞x6 | 672 | 17 | 500 | 150-1800 | 7-4½x16 | Y | Spi 7341 | 4 | Wis SD420 | 2F | T | 7.33-10.2 | Shu 1673 | W6IA | 1027 | 1581 | a | TD | 92 | 9x4 41/64x 5/16 | I |
| 119 | .......36...... | | 10-12 | 10500 | 186 | 186 | 65200 | 15800 | 11.25/20D | 12.75/20 | Cat D8800 | 4-5¾x8 | 831 | ... | 496 | 88-1100 | 5- | Y | Spi 7341 | 4 | Wis SD452 | 2F | H | ** 10.2 | Shu 1673 | W6IA | 1027 | 1581 | a | TD | 94 | 9x4 41/64x 5/16 | I |
| 120 | .......99S | 4R | 12-14 | 11500 | 175 | 175 | 75000 | 18140 | 12.75/20D | 12.75/20 | Wau 6GAL | 6-5x5½ | 648 | 4.6 | 468 | 135-2000 | 7-4x18⅝ | Y | Spi 7341 | 4 | Wis SD520 | 2F | T | 7.33-10.2 | Shu 1673 | W6IA | 1027 | 1581 | a | TD | 92 | 9x4 41/64x 5/16 | I |
| 121 | ..(D) D99S | 4R | 12-14 | 12500 | 175 | 175 | 75000 | 18140 | 12.75/20D | 12.75/20 | Cum HB6 | 6-4⅞x6 | 672 | 17 | 500 | 150-1800 | 7-4½x16 | Y | Spi 7341 | 4 | Wis SD520 | 2F | T | 7.77-10.2 | Shu 1673 | W6IA | 1027 | 1581 | a | TD | 92 | 9x4 41/64x 5/16 | I |
| 122 | .........98CD | | ....... | 8525 | 150 | 150 | 60000 | ..... | 11.25/24S | ........ | Wau 6GAL | 6-5x5½ | 648 | 4.6 | 468 | 135-2000 | 7-4x18⅝ | Y | Fu 8B86 | 8 | Own | CD | T | 13.0-20.8 | Shu 1673 | W4IA | 717 | .... | a | TD | 89⅞ | 9x3x | I |
| 123 | ....(D) D98CD | | ....... | 9500 | 150 | 150 | 64000 | ..... | 13.50/24D | ........ | Cu HB6 | 6-4⅞x6 | 672 | 17. | 500 | 150-1800 | 7-4½x16 | Y | Fu 8B86 | 8 | Own | CD | T | 13.0-20.8 | Shu 1673 | W4IA | 717 | .... | a | TD | 89⅞ | 9x3x | I |
| 124 | .........98MB | | ....... | 12295 | 189 | 189 | 72000 | ..... | 11.25/24S | ........ | Wau 6GAL | 6-5x5½ | 648 | 4.6 | 468 | 135-2000 | 7-4x18⅝ | Y | Fu 8B86 | 8 | Own | CD | T | 13.0-20.8 | Shu 1673 | W6IA | 1149 | .... | a | TD | 81¾ | 9x3x | I |
| 125 | ....(D) D98MB | | ....... | 13200 | 189 | 189 | 72000 | ..... | 12.00/24D | ........ | Cu HB6 | 6-4⅞x6 | 672 | 17. | 500 | 150-1800 | 7-4½x16 | Y | Fu 8B86 | 8 | Own | CD | T | 13.0-20.8 | Shu 1673 | W6IA | 1149 | .... | a | TD | 81¾ | ........ | I |
| 126 | .........99MA | | ....... | 14225 | 178 | 178 | [illegible] | ..... | 12.75/24S | ........ | Wau 6GAK | 6-5x5½ | 784 | ... | 550 | ........ | ........ | Y | Fu 8A860 | 8 | Own | CD | T | 13.0-20.8 | Shu 1673 | W6IA | 1437 | .... | a | TD | 85¾ | ........ | I |
| 127 | ....(D) D99MA | | ....... | 15000 | 178 | 178 | 123000 | ..... | 13.50/24D | ........ | Cu HB6 | 6-4⅞x6 | 672 | 17. | 500 | 150-1800 | 7-4½x16 | Y | Fu 8A860 | 8 | Own | CD | T | 13.0-20.8 | Shu 1673 | W6IA | 1437 | .... | a | TD | 85¾ | ........ | I |
| 128 | Indiana..16X6 | 6 | 3-4 | (10) | 160 | Op | ..... | 8000 | 7.00/20D | 7.50/20 | Her YXC | 6-4⅜x4¾ | 428 | 4.5 | 283 | 94-2200 | 7-3x14 | Y | BL 5341 | 4 | Wis SFD151 | 2F | A | 5.90-7.66 | Wis F200 | L4IHV | 406 | 914 | G | TD | 72 | 8¼x3x 5/16 | T |
| 129 | .......18X6 | 6 | 4½-6 | (10) | 172 | Op | ..... | 10500 | 8.25/20D | 8.25/20 | Her RXC | 6-4⅝x5¼ | 529 | 5.4 | 350 | 111-2000 | 7-3x14 | Y | BL 5341 | 4 | Wis SD251H | 2F | A | 7.66-8.44 | Wis 210 | L4IHV | 576 | 1299 | G | TD | 84 | 8¼x3x⅜ | T |
| 130 | .......20X6 | 6 | 5½-8 | (10) | 200 | Op | ..... | 15000 | 9.75/20D | 9.75/20 | Her HXB | 6-5x6 | 707 | 5.4 | 455 | 148-2000 | 7-3½x17 | Y | BL 7341 | 4 | Wis SFD320W | 2F | A | 7.33-9.11 | Wis F310 | Ws4IA | 588 | 1517 | G | TD | 99 | 10x3x 5/16 | T |
| 131 | .......22X6 | 6 | 7½-10 | (10) | 200 | Op | ..... | 16000 | 9.75/24D | 9.75/24 | Her HXB | 6-5x6 | 707 | 5.4 | 455 | 148-2000 | 7-3½x17 | Y | BL 7341 | 4 | Wis SFD420W | 2F | A | 7.33-9.11 | Wis F310 | Ws4IA | 588 | 1517 | G | TD | 100 | 10x3x 5/16 | T |
| 132 | Interna- (5) tional. D186T | 2F | ...... | 1475 | 148 | 191 | ..... | 6436 | 6.50/20D | 7.50/20 | Own HD232 | 6-3⅜x4¼ | 232 | 6.0 | 170 | 81-3200 | 4-2⅝x6 11/16 | N | Own H41 | 4 | Own RT1200 | SF | H | **-6.60 | Own F301 | B6IHV | 445 | 648 | C | TX | 77 | 8¾x⅜x3⅜ | T |
| 133 | ....DS186T | 2F | ...... | 1590 | 148 | 191 | ..... | 6536 | 6.50/20D | 7.50/20 | Own HD232 | 6-3⅜x4¼ | 232 | 6.0 | 170 | 81-3200 | 4-2⅝x6 11/16 | N | Own H41 | 4 | Own RT2200 | SF | H | 5.14-7.15 | Own F301 | B6IHV | 445 | 648 | C | TX | 77 | 8¾x⅜x3⅜ | T |
| 134 | ....D-216-T | 2F | ...... | 1760 | 176 | 194 | ..... | 7265 | 7.00/20D | 8.25/20 | OwnFab-241 | 6-3⅜x4½ | 241 | 5.8 | 175 | 84-3200 | 4-2⅝x5 11/16 | N | Own W-42 | 4 | Own RT-1400 | SF | H | 7.40-1 | Own F-400 | B6IHV | 557 | 780 | C | PX | 102 | 8⅜x⅜x3⅜ | T |
| 135 | ....DS216-T | 2F | ...... | 1945 | 176 | 194 | ..... | 7265 | 7.00/20D | 8.25/20 | OwnFab-241 | 6-3⅜x4½ | 241 | 5.8 | 175 | 84-3200 | 4-2⅝x5 11/16 | N | Own W42 | 4 | Own RT2400 | SF | HT | 5.83-8.11 | Own F400 | B6IHV | 557 | 780 | C | TX | 102 | 8⅜x⅜x3⅜ | T |
| 136 | ....D-246-F | 4R | ...... | 3300 | 161 | 215 | ..... | 10310 | 7.50/20D | 36x8 | Ow FBB298 | 6-3¾x4½ | 298 | 5.7 | 218 | 94-2800 | 7-2 11/16x11 11/16 | Y | Own F51 | 5 | Own RF1401 | SF | H | 8.19-13.1 | Own F500 | B6IHV | 590 | 816 | C | PX | 84 | 9¼x⅜x3⅜ | T |
| 137 | ....D-246-T | 2F | ...... | 2850 | 161 | 215 | ..... | 9710 | 7.50/20D | 9.00/20 | Ow FBB298 | 6-3¾x4½ | 298 | 5.7 | 218 | 94-2800 | 7-2 11/16x11 11/16 | Y | Own F51 | 5 | Own RT1500 | SF | H | 7.16-1. | Own F500 | B6IHV | 599 | 855 | C | PX | 84 | 9¼x⅜x3⅜ | T |
| 138 | ..DS-246-T | 2F | ...... | 3060 | 161 | 215 | ..... | 9710 | 7.50/20D | 9.00/20 | Ow FBB298 | 6-3¾x4½ | 298 | 5.7 | 218 | 93-2800 | 7-2 11/16x11 11/16 | Y | Own F52C | 5 | Own RT2500 | SF | HT | 6.43-8.74 | Own F500 | B6IHV | 599 | 855 | C | PX | 84 | 9¼x⅜x3⅜ | T |
| 139 | ..DR-246-T | 2F | ...... | 3015 | 161 | 215 | ..... | 9845 | 7.50/20D | 9.00/20 | Ow FBB298 | 6-3¾x4½ | 298 | 5.7 | 218 | 93-2800 | 7-2 11/16x11 11/16 | Y | Own F51 | 5 | Own RT1550 | SF | HT | **-8.50 | Own F500 | B6IHV | 599 | 855 | C | PX | 84 | 9¼x⅜x3⅜ | T |
| 140 | ...D-346-F | 4R | ...... | 5900 | 161 | 215 | ..... | 12395 | 9.00/20D | 9.75/20 | Ow FBB401 | 6-4⅛x5 | 400 | 5.2 | 308 | 114-2600 | 7-2 11/16x11 11/16 | Y | Own F52 | 5 | Own RF1610 | SF | H | 7.93-12.7 | Own F700 | T6IA | 805 | 1192 | G | PX | 84 | 10⅛x⅜x3⅜ | T |
| 141 | ..DR-346-T | 2F | ...... | 5000 | 161 | 215 | ..... | 11425 | 9.00/20D | 9.75/20 | Ow FBB401 | 6-4⅛x5 | 400 | 5.2 | 308 | 114-2600 | 7-2 11/16x11 11/16 | Y | Own F52 | 5 | Own RT1660 | SF | HT | **-8.05 | Own F700 | T6IA | 805 | 1192 | G | PX | 84 | 10⅛x⅜x3⅜ | T |
| 142 | ...DR426F | 4R | ...... | 7500 | 161 | 233 | ..... | 14305 | 9.00/20D | 10.50/20 | Own FBB450-A | 6-4⅜x5 | 450 | 5.2 | 331 | 120-2400 | 7-2 11/16x11 11/16 | Y | Own F53 | 5 | Own RF1701 | 2F | HT | **-8.05 | Own F800 | T6IA | 1021 | 1518 | G | PX | 84 | 11⅛x⅜x3⅜ | T |
| 143 | ...AR-626F | 4R | ...... | 12500 | 180 | 253 | ..... | 20470 | 9.75/24D | 44x10 | Own FEB | 6-5x5½ | 648 | 4.4 | 460 | 140-2100 | 7-3¾x17¾ | Y | Own H7 | 5 | Own 1557 | 2F | RT | 9.4-11.1 | Own 505 | T6IA | 1028 | 1520 | C | TD | 92 | 14x⅜x3½ | TL |
| 144 | Ken-..(D) 509 | 4R | ...... | 7046 | 212 | 254 | 35000 | 10350 | 9.00/20D | 9.75/22 | Cum HB4 | 4-4⅞x6 | 448 | 17. | 335 | 100-1800 | 7-4½x11¼ | Y | Fu 5A620 | 5 | Tim SW252 | WF | R | 6.20-9.25 | Tim 35100 | L6IHV | 668 | 1192 | a | TD | 102 | 7¼x3¼x½ | C |
| 145 | worth.(D) 510 | 2F | ...... | 8697 | 221 | 247 | 39000 | 12630 | 9.00/22D | 9.75/22 | Cum HB6 | 6-4⅞x6 | 672 | 17. | 500 | 150-1800 | 7-4½x16½ | Y | BL 7341 | 4 | Tim T18000 | CF | R | 6.04-10.5 | Tim 36000 | Ws4rIA | 692 | 1030 | a | TD | 134 | 7½x3¼x½ | C |
| 146 | ....(D) 512 | 4R | ...... | 8334 | 205 | 235 | 38000 | 13500 | 9.00/20D | 9.75/22 | Cum HB6 | 6-4⅞x6 | 672 | 17. | 500 | 150-1800 | 7-4½x16½ | Y | BL 7341 | 4 | Tim SW252 | WF | R | 6.20-9.25 | Tim 36000 | Ws4rIA | 800 | 1194 | a | TD | 120 | 7½x3¼x½ | C |
| 147 | ....(D) 520 | 2F | ...... | 7886 | 214 | 239 | 40300 | 12200 | 9.00/20D | 10.50/20 | Cum HB6 | 6-4⅞x6 | 672 | 17. | 500 | 150-1800 | 7-4½x16½ | Y | BL 7341 | 4 | Tim 75736 | 2F | H | 6.85-9.41 | Tim 36000 | Ws4rIA | 782 | 1158 | G | TD | 127 | 7½x3¼x½ | C |
| 148 | ....(D) 522 | 2F | ...... | 8061 | 214 | 239 | 46000 | 12150 | 9.00/20D | 10.50/22 | Cum HB6 | 6-4⅞x6 | 672 | 17. | 500 | 150-1800 | 7-4½x16½ | Y | BL 7341 | 4 | Tim 76736 | 2F | H | 6.02-9.2 | Tim 36000 | Ws4rIA | 782 | 1158 | G | TD | 127 | 7½x3¼x½ | C |
| 149 | ....(D) 523 | 4R | ...... | 9?49 | 214 | 239 | 42000 | 13700 | 9.00/20D | 10.50/24 | Cum HB6 | 6-4⅞x6 | 672 | 17. | 500 | 150-1800 | 7-4½x16½ | Y | BL 7341 | 4 | Tim SW352 | WF | R | 5.40-10.2 | Tim 36000 | Ws4rIA | 800 | 1194 | a | TD | 127 | 7½x3¼x½ | C |
| 150 | ....(D) 524 | 4R | ...... | 9410 | 214 | 239 | 54000 | 14700 | 9.75/20D | 10.50/24 | Cum HB6 | 6-4⅞x6 | 672 | 17. | 500 | 150-1800 | 7-4½x16½ | Y | BL 7341 | 4 | Tim SW452 | WF | R | 6.0-11.7 | Tim 36000 | Ws4rIA | 980 | 1450 | G | TD | 127 | 7½x3¼x½ | C |
| 151 | ........527 | 4R | ...... | 5942 | 204 | 234 | 35000 | 11000 | 9.00/20D | 9.75/22 | Bud LO525 | 6-4½x5¼ | 525 | 5.5 | 385 | 135-2200 | 7-3x11½ | Y | Fu 5A-620 | 5 | Tim SW-252 | WF | R | 5.0-11.1 | Tim 35100 | Ws4rIA | 800 | 1194 | a | TD | 120 | 7½x3¼x½ | C |
| 152 | ........528 | 4R | ...... | 7289 | 211 | 236 | 39000 | 12400 | 9.75/20D | 10.50/24 | Bud LO525 | 6-4½x5¼ | 525 | 5.5 | 385 | 135-2200 | 7-3x11½ | Y | Fu 5A-620 | 5 | Tim SW-352 | WF | R | 5.40-10.2 | Tim 35100 | Ws4rIA | 800 | 1194 | a | TD | 127 | 7½x3¼x½ | C |
| 153 | ........532 | 4R | ...... | 5429 | 204 | 234 | 35000 | 10750 | 9.00/20D | 9.75/22 | Bud K478 | 6-4⅜x4¾ | 428 | 5.3 | 302 | 108-2400 | 7-3x11½ | Y | Fu 5A430 | 5 | Tim SW252 | WF | R | 6.20-9.25 | Tim 35100 | L6IHV | 668 | 1192 | a | TX | 120 | 7½x3¼x½ | C |
| 154 | ....(D) 546 | 4R | ...... | 6909 | 204 | 234 | 33500 | 10950 | 9.00/20D | 9.75/22 | Cum AA6 | 6-4x5 | 377 | 17. | 237 | 85-2200 | 7-3⅞x | Y | Fu 5A-430 | 5 | Tim SW252 | WF | R | 6.20-9.25 | Tim 32502 | L6IHV | 636 | 1093 | a | TX | 120 | 7½x3¼x½ | C |
| 155 | Mack.....EG | 4R | ...... | 2870 | 176 | 215 | ..... | 7250 | 6.50/20D | 8.25/20 | Own FK | 6-3⅞x4¾ | 290 | 5.7 | 200 | 94-3000 | 7-2⅝x12 | N | Fu TR14 | 5 | TimSBD1000 | 2F | R | 5.94-8.36 | Own FA16 | L6IHV | 619 | 940 | a | TX | 95 | 8x3x¼ | T |
| 156 | ........EH | 4R | ...... | 3500 | 176 | 215 | ..... | 8200 | 7.00/20D | 8.25/20 | Own BG | 6-3⅝x5 | 310 | 5.4 | 210 | 96-2800 | 7-2⅝x10 11/16 | Y | Fu TR14 | 5 | TimSBD1000 | 2F | R | 5.94-8.36 | Own FA19 | L6IHV | 619 | 940 | a | TX | 95 | 8⅛x3¼x¼ | T |
| 157 | ........EQ | 4R | ...... | 4595 | 179 | 218 | ..... | 10350 | 8.25/20D | 9.00/20 | Own CU | 6-3⅞x5 | 354 | 5.3 | 250 | 103-2600 | 7-2⅝x10 11/16 | Y | Own BF | 5 | Tim SD252 | 2F | R | 5.90-8.40 | Own EQ | O6IA | 732 | 1174 | a | TX | 105 | 9⅛x3¼x¼ | T |
| 158 | ........BM | 4R | ...... | 6800 | 177 | 216 | ..... | 13650 | 9.00/20D | 9.75/22 | Own CE | 6-4x5½ | 415 | 5.0 | 270 | 108-2400 | 7-3x12 5/16 | Y | Own CF | 5 | Tim SD352 | 2F | R | 7.33-10.27 | Own BM | O6IA | 1000 | 1509 | a | TX | 105 | 10⅛x3¼x¼ | T |
| 159 | ........BX | 4R | ...... | 7500 | 194 | 219 | ..... | 14050 | 8.25/22D | 9.75/24 | Own CF | 6-4¼x5½ | 468 | 5.0 | 310 | 118-2400 | 7-3x12 5/16 | Y | Own CF | 5 | Own BX6 | 2F | A | 6.54-10.0 | Own BX | O6IA | 974 | 1518 | a | FX | 125 | 10⅝x3⅛x¼ | T |
| 160 | .......BXH | 4R | ...... | 8200 | 176 | 230 | ..... | 14500 | 9.75/22D | 11.25/24 | Own CF | 6-4¼x5½ | 468 | 5.0 | 310 | 118-2400 | 7-3x12 5/16 | Y | Own CF | 5 | Tim SD452 | 2F | R | 7.33-10.27 | Own BX | O6IA | 1014 | 1624 | a | TX | 105 | 10⅝x3⅛x¼ | T |
| 161 | (*)(e.b.s.)CJ | 4R | ...... | 8350 | 147 | 186 | ..... | 13950 | 8.25/22D | 9.75/24 | Own CF | 6-4¼x5½ | 468 | 5.0 | 310 | 118-2400 | 7-3x12 5/16 | Y | Own CF | 5 | Own BX6 | 2F | A | 6.54-10.0 | Own CJ | O6IA | 974 | 1518 | a | FX | 123 | 10⅝x3⅛x¼ | T |

† Dart—Any length wheelbase available at no extra cost. (*) Price includes chassis and cab.

For abbreviations see page 219

| Line Number | MAKE AND MODEL | GENERAL (See Keynote): Tonnage Rating | Chassis Price | Standard Wheelbase | Max. W. B. Furnished | Gross Vehicle Weight with Max. Tires | Chassis Wt. (Stripped) | TIRE SIZES (D-dual rear, S-single rear): Standard Front and Rear | Maximum Tire Size Furnished | ENGINE DETAILS: Make and Model | No. of Cylinders, Bore and Stroke | Displacement | Comp. Ratio | Torque lb. ft. | Max. Brake H.P. at R.P.M. Given | Main Bearings: Number, Diameter and Length | Governor Standard | TRANSMISSION: Make and Model | Forward Spd's | REAR AXLE: Make and Model | Gear and Type | Drive & Torque | Gear Ratio Range in High | FRONT AXLE: Make and Model | BRAKES SERVICE: Make Location Type Operat'n | Lining Area | Drum Area | Drum Material | Hand Location Type | C-A Dimension (Std. W. B.) | FRAME: Side Rail Dimensions | Type |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | Marmon- (c) F5-6 | 3-6 | 2527 | 157 | 157 | ..... | 5950 | 6.00/20D | 32x6 | Ford V8 | 8-3 1/16x3¾ | 221 | 6.1 | 150 | 85-3800 | 3-2.4x5⅜ | N | Ford | 4 | Tim | SF | R | **6.67 | Own IX41 | FO6IHV | 572 | 840 | a | 2/6I | 80½ | 7½x2¾x7/32 | TL |
| 2 | Herring-. (c) F6-6 | 3-6 | 2572 | 180 | 180 | ..... | 6210 | 6.00/20D | 32x6 | Ford V8 | 8-3 1/16x3¾ | 221 | 6.1 | 150 | 85-3800 | 3-2.4x5⅜ | N | Ford | 4 | Tim | SF | R | **6.67 | Own IX41 | FO6IHV | 572 | 840 | a | 2/6I | 105½ | 7½x2¾x7/32 | TL |
| 3 | ton . . (c.o.e.) F5-6 | 3-6 | 2880 | 157 | 157 | ..... | 5881 | 6.00/20D | 32x6 | Ford V8 | 8-3 1/16x3¾ | 221 | 6.1 | 150 | 85-3800 | 3-2.4x5⅜ | N | Ford | 4 | Tim | SF | R | **-6.67 | Own IX41 | FO6IH V | 572 | 840 | a | 2/6I | 80½ | 7½x2¾x7/32 | TL |
| 4 | ..... (c.o.e.) F6-6 | 3-6 | 2925 | 180 | 180 | ..... | 6215 | 6.00/20D | 32x6 | Ford V8 | 8-3 1/16x3¾ | 221 | 6.1 | 150 | 85-3800 | 3-2.4x5⅜ | N | Ford | 4 | Tim | SF | R | **-6.67 | Own IX41 | FO6IH V | 572 | 840 | a | 2/6I | 105½ | 7½x2¾x7/32 | TL |
| 5 | ........ (*)C20-6 | 5-6 | 3995 | 167 | Op | ..... | 7800 | 7.00/20D | 7.00/20 | Her JXC | 6-3¾x4¼ | 282 | 5.3 | 196 | 84-2800 | 7-2½x10 31/32 | N | Fu 5A33 | 5 | Wis MH922 | 2F | R | **-7.86 | WH MH92 | 6IH | 549 | 930 | a | TX | 84 | 7⅞x2½x7/32 | P |
| 6 | ....... (*)C30-6 | 6-8 | 4795 | 167 | Op | ..... | 8400 | 7.00/20D | 8.25/20 | Her JXD | 6-4x4¼ | 320 | 5.3 | 224 | 95-2800 | 7-2½x10 31/32 | N | Fu 5A33 | 5 | Wis MH933 | 2F | R | **-7.66 | WH MH93 | 6IH | 600 | 1055 | a | TX | 84 | 7⅞x2½x7/32 | P |
| 7 | ........ (*)C50-6 | 7-9 | 7135 | 158 | Op | ..... | 10000 | 8.25/22D | 9.00/20 | Her WXLC3 | 6-4¼x4¾ | 404 | .0 | 293 | 118-2800 | 7-2⅝x13¼ | Y | Fu 5A430 | 5 | Wis MH955 | 2F | R | **-9.33 | WH MH95 | 6IA | 726 | 1300 | a | FD | 72 | 9 13/16x3x¼ | P |
| 8 | ........ (*)C60-6 | 8-10 | 8500 | 173 | Op | ..... | 11700 | 9.00/20D | 9.00/20 | Her RXB | 6-4½x5¼ | 501 | 4.5 | 330 | 110-2200 | 7-3x14 | Y | Fu 5A620 | 5 | Wis MH955 | 2F | R | **-8.44 | WH MH95 | 6IA | 726 | 1300 | a | FD | 84 | 9 13/16x3x¼ | P |
| 9 | ........ (*)C80-6 | 10-12 | 11920 | 173 | Op | ..... | 13690 | 9.75/20D | 9.75/22 | Her RXC | -4⅝x5¼ | 529 | 4.9 | 350 | 114-2200 | 7-3x14 | Y | Fu 5A620 | 5 | Wis MH966 | 2F | R | ** 8.15 | WH MH96 | 6IA | 1056 | 1626 | a | FD | 84 | 10 1/16x3 3/16 | P |
| 10 | ..... (*)TH515-6 | 14-17 | 14000 | 192 | Op | ..... | 16800 | 9.75/20D | 9.75/22 | Her HXD | 6-5½x6 | 855 | 4.5 | 555 | 180-2000 | 7-3½x17 | Y | BL 7341 | 4 | Wis MH966 | 2F | R | ** 9.11 | WH MH96 | 6IA | 1056 | 1626 | a | FD | 96 | 8⅛x3x3/16 | P |
| 11 | ..... (*)TH520-6 | 17-20 | 16000 | 198 | Op | ..... | 19000 | 10.50/20D | 10.50/24 | Her HXE | 6-5¾x6 | 935 | 4.5 | 610 | 198-2000 | 7-3½x17 | Y | BL 7341 | 4 | Wis MH977 | 2F | R | ** 9.11 | WH MH97 | 6IA | 1056 | 1626 | a | FD | 102 | 10⅛x3x⅜ | P |
| 12 | (D) . . . (*)CD20-6 | 5-6 | 5270 | 167 | Op | ..... | 8750 | 7.00/20D | 7.00/20 | Her DJXB | 6-3½x4½ | 260 | 14. | 178 | 79-2600 | 7-3x10 7/32 | Y | Fu 5A33 | 5 | Wis MH922 | 2F | R | **-6.66 | WH MH92 | 6IH | 549 | 930 | a | TX | 84 | 7⅞x2½x7/32 | P |
| 13 | (D) . . . (*)CD30-6 | 6-8 | 6070 | 167 | Op | ..... | 9410 | 7.50/20D | 8.25/20 | Her DJXC | 6-3¾x4½ | 298 | 14. | 194 | 90-2600 | 7-3x10 7/32 | Y | Fu 5A33 | 5 | Wis MH933 | 2F | R | **-6.41 | WH MH93 | 6IH | 600 | 1055 | a | TX | 84 | 7⅞x2½x7/32 | P |
| 14 | (D) . . . (*)CD55-6 | 7-9 | 9950 | 170 | Op | ..... | 12000 | 9.00/20D | 9.00/20 | Her DRXB | 6-4⅜x5¼ | 474 | 14. | 350 | 124-2200 | 7-3x13¼ | Y | Fu 5A620 | 5 | Wis MH955 | 2F | R | **-7.66 | WH MH95 | 6IA | 726 | 1300 | a | FD | 84 | 9 13/16x3x¼ | P |
| 15 | (D) . . . (*)CD80-6 | 10-12 | 14350 | 161 | Op | ..... | 14615 | 9.75/20D | 9.75/22 | Her DRXB | 6-4⅜x5¼ | 474 | 14. | 350 | 124-2200 | 7-3x13¼ | Y | Fu 5A620 | 5 | Wis MH966 | 2F | R | ** 8.15 | WH MH96 | 6IA | 1056 | 1626 | a | FD | 84 | 10 1/16x3x3/16 | P |
| 16 | (D)(*)THD515-6 | 14-17 | 16650 | 192 | Op | ..... | 17475 | 9.75/20D | 9.75/22 | Her DHXB | 6-5x6 | 707 | 14. | 530 | 176-1800 | 7-3½x17¼ | Y | BL 7341 | 4 | Wis MH966 | 2F | R | ** 8.15 | WH MH96 | 6IA | 1056 | 1626 | a | FD | 96 | 8⅛x3x3/16 | P |
| 17 | (D)(*)THD520-6 | 17-20 | 18400 | 198 | Op | ..... | 19650 | 10.50/20D | 10.50/24 | Her DHXB | 6-5x6 | 707 | 14. | 530 | 176-1800 | 7-3½x17¼ | Y | BL 7341 | 4 | Wis MH977 | 2F | R | ** 8.15 | WH MH97 | 6IA | 1056 | 1626 | a | FD | 102 | 10⅛x3x⅜ | P |
| 18 | Ster- FBT152 2C2F | 8-10 | 4105 | 177 | 207 | 32000 | 9475 | 9.00/20D | 9.75/20 | Wau 6MZ | 6-4¼x4¾ | 404 | 5.7 | 267 | 89-2400 | 7-2⅝x12½ | Y | Own U25 | 5 | TimSBT251H | SF | R | 5.57-7.80 | Tim 35000N | L4rIHV | 584 | 1024 | a | TX | 91 | 10x3¼x¼ | L |
| 19 | ling. . FWS152 4R | 8-10 | 4560 | 177 | 207 | 32000 | 9850 | 9.00/20D | 9.75/20 | Wau 6MZ | 6-4¼x4¾ | 404 | 5.7 | 267 | 89-2400 | 7-2⅝x12½ | Y | Own UC25 | 5 | Tim SW251H | WF | R | 6.20-9.25 | Tim 35000N | L4rIHV | 584 | 1024 | a | TX | 91 | 10x3¼x¼ | L |
| 20 | (7) FDS180 4R | 10-12 | 8490 | 181 | 211 | 40000 | 13500 | 9.75/20D | 10.50/22 | Wau 6-125 | 6-4⅜x5⅛ | 462 | 5.0 | 328 | 125-2400 | 7-3x13⅞ | Y | Own UC2 | 4 | Tim SD352W | 2F | R | 7.33-10.3 | Tim 26450N | Ws4rIA | 800 | 1352 | A | TX | 93 | 9x3¼x¼ | L |
| 21 | (7) HCS210 4R | 12-18 | 11595 | 185 | 201 | 55000 | 14685 | 40x8D | 10.50/24 | Wau 6RB | 6-5x5¾ | 677 | 5.3 | 470 | 145-2000 | 4-3½x11⅜ | Y | Own UC9 | 4 | Own SR210W | CD | R | 9.98-13.25 | Tim 27452N | Ws4rIA | 792 | 1464 | s | FX | 95 | 9¼x3¼x⅜ | L |
| | Truckstell | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 22 | (C)TRC-2X250 2F | 3½-6 | 1673 | 152 | 250 | 20000 | 5935 | 7.00/20D | 7.50/20 | Chevrolet | 6-3½x3¾ | 216 | 6.2 | 170 | 78-3200 | 4-2¾x5 1/16 | N | Chev | 4 | Eat 1265 | SFd | U | 5.83-8.57 | Chev | B6IHV | 511 | 729 | pc | 2I | 78¾ | 7½x3x15/32 | C |
| 23 | (C)TRC-2X400 2F | 3½-7 | 1936 | 154 | 250 | 24000 | 5985 | 7.50/20D | 8.25/20 | Chevrolet | 6-3½x3¾ | 216 | 6.2 | 170 | 78-3200 | 4-2¾x5 1/16 | N | Chev | 4 | Eat 1465 | SFd | U | 6.5 -9.02 | Chev | B6IHV | 511 | 729 | pc | 2I | 80⅞ | 7½x3x15/32 | C |
| 24 | (C)TRF-2X250 2F | 3½-6 | 1548 | 155 | 250 | 20000 | 5970 | 7.00/20D | 7.50/20 | Ford V8 | 8-3 3/16x3¾ | 239 | 6.1 | 170 | 95-3600 | 3-2.5x4.6 | N | Ford | 4 | Eat 1250 | SFd | U | 5.83-8.57 | Ford | F6IHV | 572 | 836 | a | 2I | 81¼ | 7½x3x15/32 | C |
| 25 | (C)TRF-2X400 2F | 3½-7 | 1859 | 156 | 250 | 24000 | 6125 | 7.50/20D | 8.25/20 | Ford V8 | 8-3 3/16x3¾ | 239 | 6.1 | 170 | 95-3600 | 3-2.5x4.6 | N | Ford | 4 | Eat 1450 | SFd | U | 6.5 -9.02 | Ford | F6IHV | 572 | 836 | a | 2I | 82⅝ | 7½x3x15/32 | C |
| 26 | coe(c)F2X250 2F | 3½-6 | 1762 | 122 | 222 | 20000 | 6045 | 7.00/20D | 7.50/20 | Ford V8 | 8-3 3/16x3¾ | 239 | ... | 170 | 95-3600 | 3-2.5x4.6 | N | Ford | 4 | Eat 1250 | SFd | U | 5.83-8.57 | Ford | F6IHV | 572 | 836 | a | 2I | 81¼ | 7½x3x15/32 | C |
| 27 | coe(c)F2X400 2F | 3½-7 | 2071 | 123 | 223 | 24000 | 6339 | 7.50/20D | 8.25/20 | Ford V8 | 8-3 3/16x3¾ | 239 | ... | 170 | 95-3600 | 3-2.5x4.6 | N | Ford | 4 | Eat 1450 | SFd | U | 6.50-9.02 | Ford | F6IHV | 572 | 836 | a | 2I | 82⅝ | 7½x3x15/32 | C |
| 28 | White . . . . . 904 4R | ....... | 3185 | 160 | 214 | ..... | 7260 | 7.00/20D | 8.25/20 | Own 270 | 6-3 9/16x4½ | 270 | 5.8 | 200 | 91-2900 | 7-2⅞x10.7 | Y | Own 28B | 4 | Tim SBD 1000 | 2F | R | 5.93-8.30 | Own 22D | L6IHV | 514 | 843 | a | TX | 84¼ | 7x2 15/32x¼ | TF |
| 29 | ........ 918 4R | ....... | 4995 | 154 | 208 | ..... | 9390 | 9.00/20D | 9.75/22 | Own 318 | 6-3⅞x4½ | 318 | 6.3 | 245 | 110-3000 | 7-2⅞x10.7 | Y | Own 54B | 5 | Tim SD 252 | 2F | R | 7.0-8.4 | Own 16D | L6IHV | 718 | 1224 | a | TX | 84 | 8⅛x3 1/16x3/16 | P |
| 30 | ........ 920 4R | ....... | 7550 | 158 | 235 | ..... | 12230 | 9.00 20D | 10.50/22 | Own 460 | 6-4 5/16x5¼ | 460 | 5.0 | 320 | 123-2400 | 7-2¾x13⅛ | Y | Own 36B | 5 | Tim SDD353 | 2F | R | 7.33-9.11 | Own 24D | O6IA | 798 | 1224 | a | TD | 84 | 8⅛x3 1/16x3/16 | P |
| 31 | ........ 922 4R | ....... | 9350 | 158 | 235 | ..... | 13575 | 9.75/20D | 11.25/22 | Own 529 | 6-4⅝x5¼ | 529 | 5.0 | 390 | 134-2400 | 7-2¾x13⅛ | Y | Own 36B | 5 | Tim SDD452 | 2F | R | 8.15-10.2 | Own 9D | O6IA | 1079 | 1503 | a | TD | 84 | 8¼x3⅛x⅝ | P |
| 32 | ........ 991 4R | ....... | 10900 | 149 | 245 | ..... | 15825 | 10.50 24D | 11.25 24 | Own 580 | 6-4⅝x5¾ | 580 | 4.6 | 385 | 130-2300 | 7-3x15 11/32 | Y | Own 10BB | 5 | Tim SDD452 | 2F | R | 8.15-10.2 | Own 13D | O6IA | 1079 | 1503 | a | CI | 84½ | 8¼x3¾x⅜ | C |
| 33 | ........ 950 4R | ....... | 5520 | 160 | 237 | ..... | 12500 | 9.00/20D | 9.75/20 | Own 362 | 6-3⅞x5⅛ | 362 | 5.8 | 280 | 116-3000 | 7-3x10.8 | Y | Own 51B | 5 | Tim SD252 | 2F | R | 7.00-8.40 | Own 16D | L6IHV | 718 | 1224 | a | TX | 84 | 8⅛x3 1/16x3/16 | L |

(*) Price includes chassis and cab.

For abbreviations see page 219

# Leading Truck Fleets in United States

Does not include all fleets with more than 200 vehicles
*(Survey as of June 1, 1938 by Automobile Manufacturers Association)*

| | No. of Trucks | Trac-tors | Trail-ers | Cars |
|---|---|---|---|---|
| Bell. Tele. Co's | 15,800 | ... | ... | 4,380 |
| Standard Oil Co., N. J. | 12,000 | ... | ... | 4,000 |
| R'way Express Agency | 9,243 | 233 | 556 | 266 |
| Nat'l. D'ry Prod. Corp. | 7,146 | 596 | 197 | 995 |
| Borden Co. | 6,790 | 420 | 420 | 890 |
| Standard Oil Co., Ind. | 6,563 | 21 | 49 | 1,814 |
| Socony-Vacuum Oil Co. | 4,279 | ... | ... | 2,682 |
| Continental Baking Co. | 3,911 | 87 | 87 | 178 |
| General Baking Co. | 3,293 | 27 | 27 | 87 |
| Swift & Co. | 2,950 | 120 | 185 | 3,150 |
| Pure Oil Co. | 2,500 | 50 | 150 | 800 |
| Cities Service | 2,900 | ... | ... | 1,400 |
| Standard Brands, Inc. | 2,565 | ... | ... | 455 |
| Ward Baking Co. | 2,512 | 4 | 7 | 37 |
| Armour & Co. | 2,291 | ... | ... | 3,682 |
| Hertz Drivurself St'ns | 2,149 | ... | ... | 546 |
| Middle West S'rvce Co. | 1,951 | ... | 352 | 1,089 |
| Shell Petroleum Corp. | 1,146 | ... | 25 | 1,289 |
| Shell-Union Oil Corp. | 560 | ... | ... | 503 |
| Standard Oil Co., Calif. | 1,587 | 2 | 2 | 1,456 |
| The Texas Co. | 1,563 | ... | 11 | 1,574 |
| Jewel Tea Co. | 1,551 | ... | ... | 86 |
| National Biscuit Co. | 1,530 | 6 | 6 | 1 |
| Quality Bakers of Amer. | 1,500 | 5 | 5 | ... |
| Dugan Bros. | 1,350 | 29 | 28 | 49 |
| Pacific Gas & Elec. Co. | 1,307 | 3 | 3 | 781 |
| Gen. Ice Cream Corp. | 1,100 | ... | ... | 183 |
| Union Oil Co. | 1,065 | 27 | 105 | 1,238 |
| Atlantic Refining Co. | 1,043 | 10 | 63 | 498 |
| Gulf Oil Corp. | 982 | 61 | 83 | 1,453 |
| Cudahy Packing Co. | 1,031 | ... | 18 | 650 |
| Tide Water Oil Co's. | 970 | 1 | 12 | 694 |
| Metr'p. Distr'rs, Inc. | 968 | ... | ... | 11 |
| Firestone Tr. & Rub. Co. | 956 | 6 | 65 | 1,120 |
| Cn. Ed. N. Y. & Af. Co's. | 920 | 9 | 14 | 428 |
| Interstate Bak. Corp. | 891 | ... | 2 | 2 |
| Standard Oil Co., Ohio | 558 | 304 | 340 | 211 |
| Am. Gas & Elec. Corp. | 836 | 14 | 14 | 849 |
| Golden State Co., Ltd. | 840 | 3 | 17 | 65 |
| Sinclair Refining Co. | 829 | 7 | 7 | 171 |
| Western Dy. Prod. Co. | 825 | ... | 34 | 45 |
| Humble Oil & Rfg. Co. | 727 | 86 | 318 | 745 |
| Phillips Petroleum Co. | 809 | ... | ... | 583 |
| Keeshin Tr. Fgt. Lines | 190 | 591 | 759 | 46 |
| Phila. Dairy Prod. Co. | 750 | 20 | 40 | 10 |
| H. P. Hood & Sons, Inc. | 759 | 6 | 6 | 20 |
| U. S. Trucking Corp. | 674 | 33 | 148 | 13 |
| Loose-Wiles Biscuit Co. | 700 | 5 | 12 | ... |
| Magnolia Petrol. Co. | 523 | 175 | 423 | 620 |
| Gordon Baking Co. | 653 | 32 | 37 | 5 |
| Imperial Oil Co. | 659 | 23 | 23 | 14 |
| Stand. Gas & Elec. Co. | 649 | ... | ... | 2,095 |
| Sun Oil Co. | 477 | 166 | 220 | 435 |
| General Foods Corp. | 575 | ... | ... | 675 |
| B. F. Goodrich Co. | 555 | 7 | 29 | 17 |
| American Ice Co. | 551 | 6 | 10 | 10 |
| American Bakeries Co. | 530 | 20 | 20 | 21 |
| National Baking Co. | 548 | 1 | 1 | 128 |
| American Bakeries Co. | 526 | 12 | 12 | 17 |
| Goodyear Tr. & Rub. Co. | 516 | 11 | 66 | 1,000 |
| Kroger Groc. & Bk. Co. | 100 | 420 | 600 | 120 |
| Philadelphia Elec. Co. | 517 | ... | 11 | 331 |
| Consol. Laundries Corp. | 502 | 3 | 3 | 16 |
| Freihofer Baking Co. | 491 | 3 | 10 | ... |
| Com'wealth Edison Co. | 474 | 2 | 10 | 324 |
| Brink's Incorporated | 475 | ... | ... | 3 |
| Dairymen's League | 451 | 11 | 25 | 217 |
| Langendorf United Bk. | 440 | 12 | 21 | 17 |
| So. Cal. Edison Co. | 410 | 33 | 207 | 558 |
| Gen. Petroleum Corp. | 420 | 21 | 40 | 313 |
| R. H. Macy & Co. | 408 | 5 | 9 | 10 |
| Columbia Baking Co. | 394 | ... | 6 | 8 |
| Crane Co. | 383 | 4 | 6 | 783 |
| Consumers Power Co. | 382 | ... | ... | 1,069 |
| City Baking Co., Balt. | 353 | 4 | 5 | 14 |
| Cy. Ice & Fl. Co., Cleve'd. | 332 | 16 | 16 | 13 |
| Helms Bakeries | 345 | 3 | 4 | 5 |
| Wagner Baking Co. | 336 | 7 | 7 | 21 |
| American Stores Co. | 340 | 1 | 2 | 295 |
| Drake Bakeries, Inc. | 341 | ... | ... | 6 |
| Western Union Tel. Co. | 328 | 6 | 6 | 1,708 |
| N. Y. Pwr. & Lgt. Corp. | 330 | 2 | 4 | 141 |
| Consol. Motor Lines | 144 | 183 | 223 | ... |
| Burns Brothers | 324 | 1 | 1 | 58 |
| Postal Tel.-Cable Co. | 320 | ... | 193 | 271 |
| Pittsburgh Plate G. Co. | 295 | 20 | 20 | 987 |
| Fed. Water Serv. Corp. | 308 | ... | ... | 369 |
| Fischer Baking Co. | 294 | 3 | 3 | 10 |
| Petrol. Heat & Pwr. Co. | 260 | 19 | 19 | ... |
| J. Spang Baking Co. | 275 | ... | ... | ... |
| Consol. Freight Lines | 252 | 19 | 137 | 55 |
| Commercial Motor Fgt. | 129 | 140 | 223 | 11 |
| Richfield Oil Corp. | 243 | 17 | 17 | 142 |
| Continental Oil Co. | 241 | 18 | 64 | 1,075 |
| Gottfried Baking Co. | 250 | ... | ... | 12 |
| Ohio Oil Co. | 232 | 18 | 18 | 144 |
| Marshall Field & Co. | 240 | 8 | 27 | 25 |
| Spaulding Bakeries, Inc. | 235 | 5 | 5 | 11 |
| San Joaquin Lt. & Pw. Co. | 226 | 8 | 84 | 218 |
| Hoffman Beverage Co. | 219 | 4 | 5 | 134 |
| Liquid Carbonic Corp. | 225 | 4 | 5 | 250 |

# AMERICAN TRACTORS

## WHEEL TYPE

| Tractor Make and Model | Wheelbase (In.) | Overall Dimensions (In.) Length | Width | Height | Net Weight (Lb.) | Minimum Turning Radius (Ft.) | Ground Clearance (In.) | Hp. Rating Belt | Drawbar | Power Take-Off | No. of Forward Speeds | Plowing Speed—M.P.H. First | Second | Third | Fourth | Reverse |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Allis-Chalmers B | 73 | 111 | 53 | 53 | 2100 | 15½ | 22 | 16 | 13 | Y | 3 | 2.5 | 4.0 | 7.7 | | 2.0 |
| Allis-Chalmers WC | 87 | 136 | 65 | 66 | (m) | 16 | 28 | 30■ | 22■ | Y | 4 | 2.5 | 3.5 | 4.7 | 9.0 | 2.0 |
| Allis-Chalmers WF | 70 | 111 | 46 | 59 | (n) | 12 | 9½ | 30■ | 22■ | Y | 4 | 2.5 | 3.5 | 4.7 | 10.0 | 2.0 |
| Allis-Chalmers UC | 87 | 125 | 70 | 68 | (p) | 8 | 30 | 34 | 29▼ | Y | 4 | 2.5 | 3.3 | 4.7 | 11.0 | 3.0 |
| Allis-Chalmers U | 76½ | 121 | 66 | 65 | (r) | 8 | 11 | 34 | 30▼ | Y | 4 | 2.5 | 3.2 | 4.5 | 10.7 | 2.8 |
| Allis-Chalmers A | 90⅝ | 140 | 66 | 66 | 7200 | 8 | 11 | 46 | | Y | 4 | 2.6 | 3.5 | 4.5 | 9.5 | 3.0 |
| Beeman Hy-Wheel | | 106 | 38 | 65 | 700 | | 16½ | 4 | 2.5 | | | ¾ | 2.5 | | | |
| Beeman Jr. | | 71½ | 27½ | 39 | 360 | 2¼ | 14 | 1 | ½ | | | ¾ | 2.5 | | | |
| Beeman | | 86 | 17¼ | 40 | 550 | | | 4 | 2 | | | ¾ | 3.5 | | | |
| Case R | 60 5/16 | 102⅞ | 54¾ | 49 | | 10 | | | | Y | 3 | 2.3 | 3.3 | 4.5 | | 2.5 |
| Case RC | 79⅞ | 125 | Var | 52 | | | | | | Y | 3 | 2.3 | 3.3 | 4.5 | | 2.5 |
| Case C & CO | 66 | 114 | 60 | 48 | | 10 | | | | Y | 3 | 3.0▼ | 4.3▼ | 6.0▼ | | |
| Case CC | 89 | 132 | Var | 53 | | | | | | Y | 3 | 3.0▼ | 4.3▼ | 6.0▼ | | |
| Case C1 | 66 | 114 | 60 | 48 | | 10 | | | | Y | 3 | 2.8 | 4.0 | 11.1 | | 3.1 |
| Case L | 79 | 132 | 67 | 57 | | 13 | | | | Y | 3 | 3.5▼ | 4.3▼ | 5.5▼ | | |
| Case (3)L1 | 79 | 132 | 67 | 57 | | 13 | | | | Y | 3 | 3.1 | 4.6 | 11.8 | | 3.5 |
| Eagle 6A | 80 | 130 | 70 | 60 | 4800 | 7½ | 12½ | 37 | 22 | Y | 3 | 2.5 | 3.3 | 4.5 | | 2.5 |
| Eagle 6B | 82 | 130 | 80 | 60 | 3250 | 7¾ | 28 | 28 | 18 | Y | 4 | 1.8 | 3.5 | 5.0 | 13.0 | 2.0 |
| Eagle 6C | 78 | 124 | 60 | 55 | 3250 | 11 | 11 | 28 | 18 | Y | 4 | 1.8 | 3.5 | 5.0 | 13.0 | 2.0 |
| Fordson Row Crcp | 83 | 126 | 83 | 63 | 3086 | 7⅙ | 13½ | 22 | 12 | Op | 3 | 1.8 | 2.7 | 4.9 | | 1.4 |
| Fordson Agricultural | 63 | 102 | 62½ | 55 | 3000 | 23 | 12 | 22 | 12 | Op | 3 | 2.1 | 3.1 | 4.3 | | 1.7 |
| Graham-Bradley 103 | 90 | 132½ | Var | 69 | 3460 | 8 | 25½ | 29 | 22 | Y | 4 | 2.7 | 4.4 | 5.6 | 19.8 | 2.0 |
| Graham-Bradley 104 | 90 | 128⅝ | 68 | 64½ | 3440 | 14¼ | 20½ | 29 | 22 | Y | 4 | 2.2 | 3.6 | 4.6 | 16.4 | 1.6 |
| Huber L | 80⅝ | 123 | 59 | 57 | 4000 | 12⅔ | 15 | | | Y | 3 | 2.4 | 3.5 | 4.5 | | 1.8 |
| Huber Super 4 | 95 | 160 | 88 | 62 | 9500 | 14 | 11½ | 62 | 40 | Y | 2 | 2.2 | 3.2 | | | 1.7 |
| Huber B | 84½ | 127½ | 72½ | 55 | 3100 | 9 | 26½ | | | Y | 4 | 2.2 | 3.2 | 4.3 | 8.6 | 1.8 |
| Huber HK | 83¾ | 137½ | 73 | 61 | 6000 | 15 | 12½ | | | Y | 3 | 2.3 | 3.0 | 5.5 | | 1.8 |
| Huber Le | 85½ | 130 | 82½ | 57 | 3900 | 9¼ | 30 | | | Y | 3 | 2.4 | 3.5 | 4.5 | | 1.8 |
| I.H.C.(2) I-40 | 85 | 139 | 95 15/16 | 72 | 8725 | 17 | 10 | | | † | 4 | 2.0* | 3.7* | 7.0* | 11.2* | 3.0* |
| I.H.C.(2) Diesel ID-40 | 85 | 139 | 95 15/16 | 72 | 9620 | 17 | 10 | | | † | 4 | 2.3* | 4.3* | 7.7* | 11.3* | 3.5* |
| I.H.C.-Farmall(2) F-14 | 77 | 124 | 74¼ | 70⅜ | 2800 | 7 | 24 | 15 | 12 | Y | 3 | 2.2 | 3.0 | 3.9 | | 2.2 |
| I.H.C.-Farmall(2) F-20 | 85 | 138¾ | 80½ | 67½ | 3950 | 8 | 29 | 24 | 16 | Y | 4 | 2.3 | 2.7 | 3.2 | 3.7 | 2.8 |
| I.H.C.-Farmall(2)†† F-30 | 94 | 147 | 89¼ | 70½ | 5300 | 8⅔ | | 30 | 20 | Y | 4 | 2.1 | 2.7 | 3.3 | 4.0 | 2.5 |
| I.H.C.-McC.-D(2) O-14 | 60 | 120 | 62 | 50¾ | 3450 | 9¼ | 9 | | | Y | 3 | 3.6* | 6.1* | 10.6* | | 3.6* |
| I.H.C.-McC.-D(2) W-14 | 60 | 103 | 50 | 50⅛ | 2900 | 9 | | 16 | 10 | Y | 3 | 2.1 | 2.7 | 3.5 | | 2.1 |
| I.H.C.-McC.-D.(2) 10-20 | 78 | 123 | 60 | 70 | 4265 | 15 | 10½ | 22 | 14 | † | 3 | 2.2 | 3.0 | 4.2 | | 2.6 |
| I.H.C.-McC.-D.(2)†† W-30 | 72½ | 121¾ | 66¼ | 63 | 4900 | 13½ | 9⅞ | 33 | 21 | † | 4 | 2.2 | 2.7 | 3.3 | 4.1 | 2.3 |
| I.H.C.-McC.-D.(2)†† W-40 | 85 | 141½ | 65¾ | 71 | 6630 | 17 | 10⅜ | 45 | 28 | † | 4 | 2.2 | 2.7 | 3.7 | 4.3 | 2.7 |
| I.H.C.-McC.-D.(2)†† Diesel WD-40 | 85 | 141½ | 65¾ | 71 | 7550 | 17 | 10⅜ | 48 | 30 | † | 4 | 2.3 | 3.0 | 4.0 | 4.6 | 3.0 |
| John Deere A | 90 | 133 | 83 | 62½ | 3783 | 8⅓ | 10½ | NR | NR | Y | 4 | 2.3 | 3.0 | 4.0 | 5.2 | 3.7 |
| John Deere B | 85 | 125½ | 83½ | 57 | 2878 | 8⅔ | 10½ | NR | NR | Y | 4 | 2.3 | 3.0 | 4.0 | 5.2 | 3.7 |
| John Deere D | 70 | 130 | 66½ | 58¼ | 5114 | 13½ | 10 | NR | NR | Y | 3 | 2.2 | 3.2 | 4.0 | | 1.5 |
| John Deere G | 90¼ | 135 | 84 | 61½ | 4400 | 8½ | 11½ | NR | NR | Y | 4 | 2.2 | 3.2 | 4.2 | 6.0 | 3.0 |
| Massey-Harris** Pacemaker | 78 | 122¼ | 56 | 53 | | 11½ | 10 | 26 | 16 | † | 4 | 2.4 | 3.3 | 4.1 | 8.5 | 3.0 |
| Massey-Harris** Challenger | 91¼ | 129¼ | 78 | 57⅝ | | P | 22½ | 26 | 16 | | 4 | 2.4 | 3.3 | 4.1 | 8.5 | 3.0 |
| Massey-Harris 101S | 78 | | | | 3534 | | | 24 | 36 | N | 4 | 2.4 | 3.3 | 4.4 | 15.9 | 2.1 |
| Massey-Harris 25 | 84 | 135 | 65½ | 57 | 5083 | 13 | 10 13/16 | 41 | 26 | † | 3 | 2.5 | 3.2 | 4.0 | | 2.5 |
| Massey-Harris 101R | 89½ | | | | 3754 | | | 36 | 25 | † | 4 | 2.4 | 3.3 | 4.5 | 16.0 | 2.1 |
| Minneap.-Moline KTA | 78¼ | 131 | 59 | 64½ | 4450 | 8 | 14 | 37 | 23 | Y | 3 | 2.1 | 3.1 | 4.1 | | 1.8 |
| Minneap.-Moline MTA | 90½ | 143 | 93 | 64½ | 4850 | 8 | 30 | 30 | 19 | Y | 3 | 2.1 | 3.1 | 4.1 | | 1.8 |
| Minneap.-Moline UDLX | 80 | 139 | 77 | 94 | 6400 | 17 | 16 | 37 | 26 | Y | 5 | 2.7 | 3.5 | 4.7 | 10.2 | 1.3 |
| Minneap.-Moline FTA | 84 | 139⅛ | 69½ | 65½ | 6080 | 13⅚ | 9¼ | 41 | 27 | Y | 3 | 2.5 | 3.4 | 4.3 | | 1.9 |
| Minneap.-Moline UTS | 80 | 134 | 71½ | 60 | 5500 | 12 | 16 | 37 | 26 | Y | 5 | 2.7 | 3.5 | 4.7 | 6.2 | 1.3 |
| Minneap.-Moline ZTS | 72¾ | 127 | 56¼ | 60 | 3650 | 7½ | 15½ | 23 | 16 | Y | 5 | 2.3 | 2.8 | 3.9 | 4.9 | 1.2 |
| Minneap.-Moline ZTN | 82 | 132 | 79 | 60 | 3650 | 7½ | 22¾ | 23 | 16 | Y | 5 | 2.3 | 2.8 | 3.9 | 4.9 | 1.2 |
| Minneap.-Moline ZTU | 82 | 132 | 79 | 60 | 3650 | 7½ | 22¾ | 23 | 16 | Y | 5 | 2.3 | 2.8 | 3.9 | 4.9 | 1.2 |
| Oliver Row Crop 70-HC, 70-KD | 91¼ | 137½ | 80½ | 59½ | 3200 | 8 | 17¼ | 25 | 17 | † | 4 | 2.4 | 3.3 | 4.3 | 5.9 | 2.4 |
| Oliver Std. & Orch. 70-HC, 70-KD | 72 | 135½ | 61½ | 52¾ | 3100 | 11½ | 11¾ | 25 | 16 | † | 4 | 2.4 | 3.3 | 4.3 | 5.9 | 2.4 |
| Oliver Row Crop 80-HC | 93 11/16 | 144 | 80 | 64½ | 4545 | 8½ | 17½ | 35 | 23 | † | 4 | 2.5 | 3.4 | 4.3 | 5.8 | 3.1 |
| Oliver Std. 80-HC, 80-KD | 72½ | 122½ | 61 | 56½ | 4200 | 12½ | 10 | 35 | 22 | † | 4 | 2.4 | 3.2 | 4.2 | 5.6 | 3.0 |
| Oliver 90 | 80 | 131¼ | 65 | 59½ | 5700 | 14 | 10½ | 44 | 28 | † | 4 | 2.2 | 3.3 | 4.3 | 5.6 | 2.9 |
| Oliver 99 | 80 | 131¼ | 65 | 59½ | 5900 | 14 | 10½ | 50 | 32 | † | 4 | 2.2 | 3.3 | 4.3 | 5.6 | 2.9 |
| Silver King(4) R-38, R-44 | 60 | 105½ | 48 | 59¼ | 2600 | 9 | 8 | 24 | 12 | Y | 4 | 2.0▼ | 3.2▼ | 4.4▼ | 14.2▼ | 1.5 |
| Silver King(4) R-60, R-66 | 78½ | 128 | | | 2980 | 7 | 13 | 24 | 15 | Y | 4 | 2.0▼ | 3.2▼ | 4.4▼ | 14.2▼ | 1.5 |
| Silver King(4) R-72 | 78½ | 128 | | | 3030 | 7 | 13 | 24 | 15 | Y | 4 | 2.0▼ | 3.2▼ | 4.4▼ | 14.2▼ | 1.5 |

| Tractor Make and Model | Wheels: Steel Diam. and Face Front (In.) | Steel Rear (In.) | Tire Size Front (In.) | Tire Size Rear (In.) | Engine: No. of Cylinders Bore and Stroke (In.) | Valve Arrangement | R.P.M. at Normal Operating Speeds | Maximum Brake Hp. at Specified R.P.M. | Maximum Torque (Lb.-Ft.) at Specified R.P.M. | Displacement (Cu. In.) | Fuel Recommended | Ignition Make | Carburetor Make | Oiling System Type | Clutch Make and Type | Type Drive to Traction Members | No. of Drive Wheels | Belt Pulley Diameter (In.) | Face (In.) | Normal R.P.M. | Steering Type |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Allis-Chalmers B | | | 5.00/15 | 7.00/24 | 4-3¼x3½ | I | 1400 | 18-1400 | 75-900 | 116 | G | FM | Zen | DC | Roc-SP | SG | 2 | 8 | 5½ | 1050 | FK |
| Allis-Chalmers WC | 24x4 | 40x6 | 5.50/16 | 11.25/24 | 4-4x4 | I | 1300 | 28-1300 | 133-850 | 202 | GKD | FM | Zen | DC | Roc-SP | SG | 2 | 9 | 6½ | 1170 | FK |
| Allis-Chalmers WF | 24x4 | 40x6 | 5.50/16 | 11.25/24 | 4-4x4 | I | 1300 | 28-1300 | 133-850 | 202 | GKD | FM | Zen | DC | Roc-SP | SG | 2 | 9 | 6½ | 1170 | FK |
| Allis-Chalmers UC | 24x5 | 45x11° | 6.00/16 | 11.25/28° | 4-4½x5 | I | 1200 | 35-1200 | 184-800 | 318 | GKD | FM | Zen | DC | Roc-SP | SG | 2 | 10 | 7½ | 1095 | FK |
| Allis-Chalmers U | 28x6 | 45x11⅛ | 6.00/16 | 11.25/28° | 4-4½x5 | I | 1200 | 35-1200 | 184-800 | 318 | GKD | FM | Zen | DC | Roc-SP | SG | 2 | 10 | 7½ | 1095 | FK |
| Allis-Chalmers A | | | 7.50/18 | 13.50/28 | 4-4¾x6½ | I | 1000 | 49-1000 | 305-725 | 461 | G | FM | Zen | DC | Roc-SP | SG | 2 | 13 | 8½ | 948 | FK |
| Beeman Hy-Wheel | 34x4 | | | | 1-3½x4½ | L | | | | | G | | Kin | | -Co | | | 4½ | 3¾ | | |
| Beeman Jr. | 30x3 | | | | 1-2½x2½ | | | | | | G | | | | Own-SP | | | | | | |
| Beeman | 25x3¼ | | | | 1-3½x4½ | L | | | | | G | | Kin | CS | -Co | | | 4½ | 3¾ | 1500 | |
| Case R | | | 5.00/15 | 9.00/24 | 4-3¼x4 | L | 1425 | | | 133 | G | | Zen | DC | TD-DO | Cha | 2 | 10⅛ | 6¼ | 991 | FK |
| Case RC | 20½x6 | 48x | 5.00/15 | 8.25/36 | 4-3¼x4 | L | 1425 | | | 133 | G | | Zen | DC | TD-DO | Cha | 2 | 10⅛ | 6¼ | 991 | SA |
| Case C & CO | 28x5 | 42x12 | 6.00/16 | 11.25/24 | 4-3⅞x5½ | I | 1100 | | | 260 | GD | Own | Zen | DC | TD-DO | Cha | 2 | 10¼ | 6¼ | 973 | FK |
| Case CC | 25x4 | 48x | 5.50/16 | 9.00/36 | 4-3⅞x5½ | I | 1100 | | | 260 | GD | Own | Zen | DC | TD-DO | Cha | 2 | 11¾ | 6¼ | 846 | SA |
| Case C1 | | | 30x5 | 38x7 | 4-3⅞x5½ | I | 1100 | | | 260 | GD | Own | Zen | DC | TD-DO | Cha | 2 | 10¼ | 6¼ | 973 | FK |
| Case L | 30x6 | 48x12 | 7.50/16 | 12.75/28 | 4-4⅝x6 | I | 1100 | | | 403 | GD | Own | Zen | DC | TD-DO | Cha | 2 | 13 | 8½ | 780 | FK |
| Case (3)L1 | | | 30x5 | 40x8 | 4-4⅝x6 | I | 1100 | | | 403 | GKD | Own | Zen | DC | TD-DO | Cha | 2 | 13 | 8½ | 780 | FK |
| Eagle 6A | 30x6 | 48x12 | 7.50/18 | 12.75/28 | 6-4x4¾ | L | 1400 | 55-1400 | 230-900 | 358 | G | ES | Zen | DC | TD-DP | SG | 2 | 16 | 8 | 625 | FK |
| Eagle 6B | 24x4 | 40x10 | 5.50/16 | 11.25/24 | 6-3¼x4⅛ | L | 1575 | 39-1575 | 135-950 | 205 | G | ES | Zen | DC | Long-SP | SG | 2 | 8½ | 7 | 1180 | SA |
| Eagle 6C | 26x6 | 40x10 | 6.00/16 | 11.25/24 | 6-3¼x4⅛ | L | 1575 | 39-1575 | 135-950 | 205 | G | ES | Zen | DC | Long-SP | SG | 2 | 8½ | 7 | 1180 | FK |
| Fordson Row Crcp | 24x4 | 50x1¾ | 6.00/16 | 9.00/36 | 4-4⅛x5 | L | 1100 | 29-1500 | 140-700 | 267 | GKD | Bos | ZK | CS | Own-Mo | WG | 2 | 9½ | 6½ | 1100 | FK |
| Fordson Agricultural | 30x5 | 42x9 | | | 4-4⅛x5 | L | 1100 | 29-1500 | 140-700 | 267 | GKD | Bos | ZK | CS | Own-Mo | WG | 2 | 9½ | 6½ | 1100 | FK |
| Graham-Bradley 103 | | | 5.50/16 | 9.00/36 | 6-3¼x4⅜ | L | 1500 | 39-1600 | 138-1000 | 218 | G | Del | Sch | DC | Long-SP | SG | 2 | 15 | 7¼ | 714 | SA |
| Graham-Bradley 104 | | | 6.00/16 | 11.25/24 | 6-3¼x4⅜ | L | 1500 | 39-1600 | 138-1000 | 218 | G | Del | Sch | CS | Long-SP | SG | 2 | 15 | 7¼ | 714 | FK |
| Huber L | 28x5 | 42x10 | 6.00/16 | 11.25/24 | 4-4½x5¼ | I | 1200 | 46-1200 | 210-1200 | 331 | GKD | Bos | Zen | DC | TD-SP | SG | 2 | 14 | 7⅜ | 705 | FK |
| Huber Super 4 | 34x6 | 56x20 | 7.50/18 | 12.75/28 | 4-5½x6½ | I | 1000 | 69-1000 | 390-825 | 618 | GKD | Bos | Zen | DC | TD-DP | SG | 2 | 15 | 9⅜ | 666 | FK |
| Huber B | 25x4½ | 50x8 | 5.50/16 | 9.00/36 | 4-3 13/16x4½ | L | 1300 | 33-1300 | 132-1300 | 205 | GD | Bos | Zen | DC | Roc-SP | IG | 2 | 10 | 7 | 990 | SA |
| Huber HK | 34x6 | 50x12 | 7.50/18 | 12.75/28 | 4-5⅛x6¼ | I | 1150 | 65-1150 | 320-900 | 516 | GKD | Bos | Zen | DC | TD-SP | SG | 2 | 17 | 8½ | 616 | FK |
| Huber Le | 25x4½ | 42x10 | 6.00/16 | 11.25/24 | 4-4½x5¼ | I | 1200 | 46-1200 | 210-1200 | 331 | GKD | Bos | Zen | DC | TD-SP | SG | 2 | 14 | 7⅜ | 705 | SA |
| I.H.C.(2) I-40 | | | 7.50/20 | 12.75/28(I) | 6-3¾x4¼ | I | 1750 | 58-1750 | 195-800 | 298 | GD | Own | Zen | DC | Own-SP | SG | 2 | 16¾† | 9† | 645 | FK |
| I.H.C.(2) Diesel ID-40 | | | 7.50/20 | 12.75/28(I) | 4-4¾x6½ | I | 1200 | 58-1200 | 296-550 | 461 | O | N | N | DC | Own-SP | SG | 2 | 16¾† | 9† | 642 | FK |
| I.H.C.-Farmall(2) F-14 | 22½x4 | 54x6 | 5.00/15 | 9.00/40 | 4-3x4 | I | 1650 | | | 113 | GD | Own | Own | DC | Roc-SP | SG | 2 | 12⅜† | 6¼† | 796 | SA |
| I.H.C.-Farmall(2) F-20 | 25x4 | 40x6 | 6.00/16 | 9.00/36 | 4-3¾x5 | I | 1200 | | | 221 | GKD | Own | Zen | CS | Own-SP | SG | 2 | 15¼ | 6½ | 654 | SA |
| I.H.C.-Farmall(2)†† F-30 | 25x4 | 42x12 | 6.00/16 | 10.00/36 | 4-4¼x5 | I | 1200 | | | 284 | GD | Own | Zen | CS | Own-SP | SG | 2 | 14⅝ | 7½ | 712 | SA |
| I.H.C.-McC.-D(2) O-14 | | | 6.00/16 | 11.25/24 | 4-3x4 | I | 2000 | | | 113 | GD | Own | Own | DC | Roc-SP | SG | 2 | | | | FK |
| I.H.C.-McC.-D(2) W-14 | 22½x3½ | 42x8 | 6.00/16 | 11.25/24 | 4-3x4 | I | | | | 113 | GD | Own | Own | DC | Roc-SP | SG | 2 | 13¼† | 6¼† | 764 | FK |
| I.H.C.-McC.-D.(2) 10-20 | 30x4½ | 42x12 | 6.00/20 | 11.25/28 | 4-4¼x5 | I | | | | 284 | GKD | Own | Own | CS | Own-SP | SG | 2 | 15¼ | 7 | 645 | FK |
| I.H.C.-McC.-D.(2)†† W-30 | 30x4½ | 42x12 | 6.00/20 | 12.75/28 | 4-4¼x5 | I | 1200 | | | 284 | GD | Own | Zen | CS | Own-SP | SG | 2 | 14⅜ | 8½ | 704 | FK |
| I.H.C.-McC.-D.(2)†† W-40 | 34x6 | 50x12 | 7.50/20 | 12.75/32 | 6-3¾x4½ | I | 1750 | | | 298 | GD | Own | Zen | DC | Own-SP | SG | 2 | 15 11/16 | 9 | 645 | FK |
| I.H.C.-McC.-D.(2)†† Diesel WD-40 | 34x6 | 50x12 | 7.50/20 | 12.75/32 | 4-4¾x6½ | I | 1200 | | | 461 | O | N | N | DC | Own-SP | SG | 2 | 16¾ | 9 | 642 | FK |
| John Deere A | 24x4 | 50x6 | 5.50/16 | 9.00/36 | 2-5½x6½ | I | 975 | | | 309 | D | Wi | MS | DC | Own-DP | SG | 2 | 12¾ | 7⅜ | 975 | FK |
| John Deere B | 22x3¼ | 48x5¼ | 5.00/15 | 7.50/36 | 2-4½x5½ | I | 1150 | | | 175 | D | Wi | MS | DC | Own-DP | SG | 2 | 10⅝ | 6 | 1150 | FK |
| John Deere D | 28x6 | 46x12 | 7.50/18 | 12.75/28 | 2-6¾x7 | I | 900 | | | 413 | D | ES | MS | DC | Own-MD | Cha | 2 | 13¼ | 8½ | 900 | FK |
| John Deere G | 24x5 | 51½x7 | 6.00/16 | 10.00/36 | 2-6⅛x7 | I | 975 | | | 413 | D | ES | MS | DC | Own-MD | SG | 2 | 12¾ | 8½ | 975 | FK |
| Massey-Harris** Pacemaker | 28x5 | 44x10 | | 11.25/24° | 4-3⅞x5¼ | I | 1200 | | | 248 | GKD | FM | Zen | DC | TD-SP | SG | 2 | 12 | 6¼ | 831 | FK |
| Massey-Harris** Challenger | 24x4½ | 52x8 | 5.50/16 | 11.25/36° | 4-3⅞x5¼ | I | 1200 | | | 248 | GKD | FM | Zen | DC | TD-SP | SG | 2 | 12 | 6¼ | 831 | SA |
| Massey-Harris 101S | 28x4½ | 44x10 | 6.00/16 | 11.25/24° | 6-3⅛x4⅜ | L | 1500 | | | 201 | G | AL | MS | DC | BB-SP | SG | | 13½ | 6¼ | 837 | FK |
| Massey-Harris 25 | 30x6 | 48x12 | 7.50/18 | 13.50/28° | 4-4⅜x5¾ | I | 1200 | | | 346 | GKD | FM | Kin | DC | TD-SP | SG | 2 | 19 | 7⅛ | 525 | FK |
| Massey-Harris 101R | 22x4 | | 5.50/16 | 11.25/36° | 6-3⅛x4⅜ | L | 1500 | | | 201 | G | AL | MS | DC | BB-SP | SG | 2 | 13½ | 6¼ | 837 | SA |
| Minneap.-Moline KTA | 28x5 | 42x10 | 6.00/16 | 11.25/24° | 4-4¼x5 | I | 1150 | 39-1150 | 181-1000 | 284 | GKD | FM | MS | DC | TD-SP | SG | 2 | 14 | 7 | 822 | FK |
| Minneap.-Moline MTA | 24x5 | 42x10 | 6.00/16 | 9.00/36° | 4-4¼x5 | I | 1150 | 39-1150 | 181-1000 | 284 | GKD | FM | MS | DC | TD-SP | SG | 2 | 14 | 7 | 822 | SA |
| Minneap.-Moline UDLX | | | 7.50/16 | 12.75/32 | 4-4¼x5 | I | 1275 | 46-1275 | 199-1050 | 284 | G | Del | Sch | DC | Roc-SP | SG | 2 | 15½ | 7 | 733 | FK |
| Minneap.-Moline FTA | 34x5¾ | 50x12 | 7.50/18 | 12.75/32 | 4-4⅝x6 | I | | 54-1075 | 273-850 | 403 | GKD | Bos | Sch | DC | TD-SP | SG | 2 | 16 | 7½ | 650 | FK |
| Minneap.-Moline UTS | 28x5 | 50x10 | 7.50/16 | 12.75/32 | 4-4¼x5 | I | 1275 | 42-1275 | 181-1000 | 284 | GKD | FM | Sch | DC | TD-SP | SG | 2 | 15½ | 7 | 733 | FK |
| Minneap.-Moline ZTS | 25x4½ | 50x8 | 5.50/16 | 9.00/36 | 4-3⅝x4½ | I | 1500 | 31-1500 | 114-1100 | 186 | GKD | FM | Sch | DC | TD-SP | SG | 2 | 14 | 7 | 786 | FK |
| Minneap.-Moline ZTN | | | 7.50/10 | 9.00/36 | 4-3⅝x4½ | I | 1500 | 31-1500 | 114-1100 | 186 | GKD | FM | Sch | DC | TD-SP | SG | 2 | 14 | 7 | 786 | SA |
| Minneap.-Moline ZTU | 25x4½ | 50x8 | 5.50/16 | 9.00/36 | 4-3⅝x4½ | I | 1500 | 31-1500 | 114-1100 | 186 | GKD | FM | Sch | DC | TD-SP | SG | 2 | 14 | 7 | 786 | SA |
| Oliver Row Crop 70-HC, 70-KD | 24x4½ | 55x 9/16 | 5.50/16 | 9.00/40° | 6-3⅛x4⅜ | I | 1500 | 28-1500 | 105-1200 | 201 | G | Bos | Zen | DC | BB-SP | SG | 2 | 12¾† | 7¼† | 774 | SA |
| Oliver Std. & Orch. 70-HC, 70-KD | 27x4½ | 42x10 | 5.50/16° | 9.00/24° | 6-3⅛x4⅜ | I | 1500 | 28-1500 | 105-1200 | 201 | GKD | Bos | Zen | DC | BB-SP | SG | 2 | 12¾ | 7¼ | 774 | FK |
| Oliver Row Crop 80-HC | 24x4½ | 59½x 9/16 | 6.00/16 | 11.25/40 | 4-4¼x5¼ | I | 1200 | 38-1200 | 180-900 | 298 | GKD | Bos | Sch | DC | BB-SP | SG | 2 | 14½ | 7¼ | 731 | SA |
| Oliver Std. 80-HC, 80-KD | 28x5 | 44x10 | 6.00/16° | 11.25/24° | 4-4¼x5¼ | I | 1200 | 39-1200 | 180-900 | 298 | GKD | Bos | Sch | DC | BB-SP | SG | 2 | 14½ | 7¼ | 731 | FK |
| Oliver 90 | 29x6 | 46x12 | 7.50/18 | 12.75/28° | 4-4¾z6¼ | I | 1125 | 49-1132 | 250-900 | 443 | KD | Bos | Sch | DC | BB-SP | SG | 2 | 16¾ | 8¼ | 596 | FK |
| Oliver 99 | 29x6 | 46x12 | 7.50/18 | 12.75/28° | 4-4¾x6¼ | I | 1125 | 57-1125 | 295-900 | 443 | G | Bos | Sch | DC | BB-SP | SG | 2 | 16¾ | 8¼ | 596 | FK |
| Silver King(4) R-38, R-44 | 24x4 | 42x8 | 5.50/16° | 9.00/24° | 4-3¼x4 | L | 1500 | 34-2800 | 91-1200 | 133 | G | Bos | Zen | DC | BB-SP | SG | 2 | 8 | 6½ | 1500 | FK |
| Silver King(4) R-60, R-66 | 29x8 | 42x10 | 6.00/16° | 9.00/24° | 4-3¼x4 | L | 1500 | 34-2800 | 91-1200 | 133 | G | Bos | Zen | DC | BB-SP | SG | 2 | 8 | 6½ | 1500 | RF |
| Silver King(4) R-72 | 29x8 | 42x10 | 6.00/16° | 9.00/24° | 4-3¼x4 | L | 1500 | 34-2800 | 91-1200 | 133 | G | Bos | Zen | DC | BB-SP | SG | 2 | 8 | 6½ | 1500 | RF |

For abbreviations see page 230

# TRACK LAYING TYPE

| Tractor Make and Model | Track Length on Ground (In.) | Overall Dimensions (In.) Length | Overall Dimensions (In.) Width | Overall Dimensions (In.) Height | Net Weight (Lb.) | Minimum Turning Radius (Ft.) | Ground Clearance (In.) | Hp. Rating Belt | Hp. Rating Drawbar | Power Take-off | No. of Forward Speeds | Plowing Speed M.P.H. First | Second | Third | Fourth | Reverse | Track Width | Track Gage—Center to Center | Engine Make | No. of Cylinders Bore and Stroke | Valve Arrangement | R.P.M. at Normal Operating Speeds | Maximum Brake Hp. at Specified R.P.M. | Maximum Torque (Lb. Ft.) at R.P.M. | Displacement (Cu.In.) | Fuel Recommended | Ignition—Make | Carburetor—Make | Air Cleaner—Make | Oiling System—Type | Clutch Make and Type | Transmission—Make | Drive Type to Traction Members | No. of Drive Wheels | Belt Pulley Diameter (In.) | Face (In.) | Normal R.P.M. | Steering Type |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Allis-Chalmers M | 56 7/16 | 101⅜ | 57¼ | 56 13/16 | 6500 | 6 | 8⅞ | 40 | 33 | Y | 4 | 1.8* | 2.2* | 3.2* | 4.1* | 2.5* | 12 | 40 | Own | 4-4½x5 | I | 1200 | 45-1200 | 200-900 | 318 | GKD | FM | Zen | Don | DC | Roc-SP | Own | SG | 2-S | 12(e) | 8¾ | 963 | DM |
| Allis-Chalmers WM | 56 7/16 | 101⅜ | 67¼ | 56 13/16 | 6790 | 6½ | 8⅞ | 40 | 33 | Y | 4 | 1.8* | 2.2* | 3.2* | 4.1* | 2.5* | (a) | 50 | Own | 4-4½x5 | I | 1200 | 45-1200 | 200-900 | 318 | GKD | FM | Zen | Don | DC | Roc-SP | Own | SG | 2-S | 12(e) | 8¾ | 960 | DM |
| Allis-Chalmers K | 67 | 124 | 65⅞ | 67 3/16 | 10688 | 7 | 11 | 58 | 50 | Y | 4 | 1.7* | 2.5* | 3.2* | 5.9* | 2.1* | 15 | 48 | Own | 4-5x6½ | I | 1050 | 62-1050 | 340-725 | 510 | GKD | FM | Zen | Vor | DC | Own-SP | Own | SG | 2-S | 12(e) | 8¾ | 1050 | DM |
| Allis-Chalmers WK | 67 | 124 | 80⅞ | 67 3/16 | 11100 | 8 | 11 | 58 | 50 | Y | 4 | 1.7* | 2.5* | 3.2* | 5.9* | 2.1* | (b) | 63 | Own | 4-5x6½ | I | 1050 | 62-1050 | 340-725 | 510 | GKD | FM | Zen | Vor | DC | Own-SP | Own | SG | 2-S | 12(e) | 8¾ | 1050 | DM |
| Allis-Chalmers KO | 67 | 124 | 65⅞ | 67 3/16 | 11012 | 7 | 11 | 63 | 54 | Y | 4 | 1.7* | 2.5* | 3.2* | 5.9* | 2.1* | 15 | 48 | Own | 4-5¼x6½ | I | 1050 | 74-1050 | 370-750 | 563 | DOD | Mal | (k) | Un | DC | Own-SP | Own | SG | 2-S | 12(e) | 8¾ | 1050 | DM |
| Allis-Chalmers WK-O | 67 | 124 | 80⅞ | 67 3/16 | 11425 | 8 | 11 | 63 | 54 | Y | 4 | 1.7* | 2.5* | 3.2* | 5.9* | 2.1* | (b) | 63 | Own | 4-5¼x6½ | I | 1050 | 74-1050 | 370-750 | 563 | DOD | Mal | (k) | Un | DC | Own-SP | Own | SG | 2-S | 12(e) | 8¾ | 1050 | DM |
| Allis-Chalmers S-O | 77 3/32 | 146 | 84⅝ | 74 3/16 | 18700 | 9 | 15½ | 78 | 65 | Y | 5 | 1.5* | 2.3* | 3.2* | 4.5* | 1.7* | 18 | 62 | Own | 4-5¾x6½ | I | 1050 | 86-1050 | 435-800 | 675 | DOD | Mal | (k) | Un | DC | Roc-SP | Own | SG | 2-S | 13⅜ | 10 | 770 | DM |
| Allis-Chalmers WS-O | 77 3/32 | 146 | 96⅝ | 74 3/16 | 19500 | 9 | 15½ | 78 | 65 | Y | 5 | 1.5* | 2.3* | 3.2* | 4.5* | 1.7* | (c) | 74 | Own | 4-5¾x6½ | I | 1050 | 86-1050 | 435-800 | 675 | DOD | Mal | (k) | Un | DC | Roc-SP | Own | SG | 2-S | 13⅜ | 10 | 770 | DM |
| Allis-Chalmers S | 77 3/32 | 146 | 84⅝ | 74 3/16 | 18200 | 9 | 15½ | 78 | 65 | Y | 5 | 1.5* | 2.3* | 3.2* | 4.5* | 1.7* | 18 | 62 | Own | 4-5¾x6½ | I | 1050 | 87-1050 | 470-650 | 675 | G | Del | Zen | Un | DC | Roc-SP | Own | SG | 2-S | 13⅜ | 10 | 770 | DM |
| Allis-Chalmers WS | 77 3/32 | 146 | 96⅝ | 74 3/16 | 19000 | 9 | 15½ | 78 | 65 | Y | 5 | 1.5* | 2.3* | 3.2* | 4.5* | 1.7* | (c) | 74 | Own | 4-5¾x6½ | I | 1050 | 87-1050 | 470-650 | 675 | G | Del | Zen | Un | DC | Roc-SP | Own | SG | 2-S | 13⅜ | 10 | 770 | DM |
| Allis-Chalmers L | 85 7/16 | 153¼ | 93 | 81¼ | 22000 | 9 | 16¾ | 94 | 81 | Y | 6 | 1.4* | 1.9* | 2.6* | 3.5* | 1.7* | (d) | 68 | Own | 6-5¼x6½ | I | 1050 | 102-1050 | 550-725 | 844 | GKD | FM | Zen | Vor | DC | Roc-DP | Own | SG | 2-S | 18(f) | 15 | 580(h) | DM |
| Allis-Chalmers L-O | 85 7/16 | 153¼ | 93 | 81¼ | 23000 | 9 | 16¾ | 94 | 81 | Y | 6 | 1.4* | 1.9* | 2.6* | 3.5* | 1.7* | (d) | 68 | Own | 6-5¼x6½ | I | 1050 | 107-1050 | 560-750 | 844 | DOD | Mal | (k) | Un | DC | Own-DP | Own | SG | 2-S | 18(f) | 15 | 580(h) | DM |
| Caterpillar(1) 22 | 54½ | 108 | 57¾° | 56⅛ | 6210° | 5⅓° | 9 | 32 | 26 | Op | 3 | 2.0 | 2.6 | 3.6 | .... | 2.1 | 10° | 40° | Own | 4-4x5 | I | 1250 | ........ | 144-940 | 251 | GKD | Eis | Zen | Don | DC | Own-SP | Own | SG | 2-S | 10½° | 7½° | 950 | DM |
| Caterpillar(1) R4 | 61⅛ | 129 | 62° | 60⅝ | 9010° | 6⅚° | 11⅛ | 41 | 35 | Op | 5 | 1.7 | 2.4 | 3.0 | 3.7 | 1.9 | 13° | 44° | Own | 4-4¼x5½ | I | 1400 | ........ | 178-900 | 312 | GKD | Eis | Zen | Don | DC | Own-SP | Own | SG | 2-S | 12° | 8½° | 840° | DM |
| Caterpillar(1) R5 | 74¾ | 139⅜ | 75° | 72 3/16 | 13390° | 7° | 10⅛ | 64 | 55 | Op | 4 | 1.9 | 2.8 | 3.6 | 5.1 | 2.1 | 16° | 56° | Own | 4-5½x6½ | I | 950 | ........ | 380-700 | 618 | G | Eis | Zen | Don | DC | Own-SP | Own | SG | 2-S | 12° | 10¾° | 950 | DM |
| Caterpillar(1) Diesel D2 | 54½ | 108 | 57¾° | 58 | 6710° | 5½° | 9 | 32 | 26 | Op | 5 | 1.7 | 2.5 | 3.0 | 3.6 | 2.1 | 12° | 40° | Own | 4-3¾x5 | I | 1525 | ........ | 128-1000 | 221 | O | N | N | Don | DC | Own-SP | Own | SG | 2-S | 12° | 7½° | 835 | DM |
| Caterpillar(1) Diesel D4 | 61⅛ | 121 9/16 | 62° | 60⅝ | 9770° | 6° | 11⅛ | 41 | 35 | Op | 5 | 1.7 | 2.4 | 3.0 | 3.7 | 1.9 | 13° | 44° | Own | 4-4¼x5½ | I | 1400 | ........ | 180-900 | 312 | O | N | N | Don | DC | Own-SP | Own | SG | 2-S | 12° | 8½° | 840° | DM |
| Caterpillar(1) Diesel D6 | 74¾ | 128⅜ | 75° | 74¼ | 14940° | 7° | 10⅛ | 52 | 45 | Op | 4 | 1.7 | 2.5 | 3.2 | 4.6 | 1.9 | 16° | 56° | Own | 3-5¾x8 | I | 850 | ........ | 350-650 | 623 | O | N | N | Don | DC | Own-SP | Own | SG | 2-S | 12° | 10¾° | 850 | DM |
| Caterpillar(1) Diesel D7 | 81⅞ | 150¼ | 81⅝° | 81 5/16 | 21150° | 7⅔° | 11¼ | 71 | 62 | Op | 4 | 1.6 | 2.4 | 3.4 | 4.7 | 1.9 | 18° | 60° | Own | 4-5¾x8 | I | 850 | ........ | 482-650 | 831 | O | N | N | Don | DC | Own-SP | Own | SG | 2-S | 13 3/16° | 13° | 752 | DM |
| Caterpillar(1) Diesel D8 | 97⅝ | 183 | 103¾ | 90 | 33110 | 9½° | 10½ | 108 | 96 | Op | 6 | 1.7 | 2.4 | 2.8 | 3.2 | 2.8 | 20° | 78 | Own | 6-5¾x8 | I | 850 | ........ | 780-650 | 1246 | O | N | N | Don | DC | Own-SP | Own | SG | 2-S | 14¼° | 13° | 720 | DM |
| Cletrac EG31 | 56½ | 105½ | 41¼ | 55½ | 5000 | .... | 14 | 31 | 22 | Y | 3 | 2.1 | 2.7 | 3.9 | .... | 1.6 | 8 | 31 | Herc | 4-4x4½ | L | 1300 | ........ | ........ | 226 | GKD | Wi | Til | Vor | DC | Long-DP | Own | SG | 2 | 12 | 8½ | 860 | DM |
| Cletrac EG42 | 56½ | 105½ | 54⅝ | 55½ | 5225 | .... | 15 | 31 | 22 | Y | 3 | 2.1 | 2.7 | 3.9 | .... | 1.6 | 8° | 42 | Herc | 4-4x4½ | L | 1300 | ........ | ........ | 226 | GKD | Wi | Til | Vor | DC | Long-DP | Own | SG | 2 | 12 | 8½ | 860 | DM |
| Cletrac, Diesel ED42 | 56½ | 105½ | 54⅝ | 55½ | 6150 | .... | 15 | 33 | 25 | Y | 3 | 2.0 | 2.9 | 4.2 | .... | 1.5 | 8° | 42 | Buda | 4-3⅝x4¾ | I | 1530 | ........ | ........ | 196 | O | N | (g) | Vor | DC | Long-DP | Own | SG | 2 | 10½ | 8½ | 920 | DM |
| Cletrac EG62 | 56½ | 105½ | 78½ | 55½ | 5200 | .... | 18 | 31 | 22 | Y | 3 | 2.1 | 2.7 | 3.9 | .... | 1.6 | 8° | 62 | Herc | 4-4x4½ | L | 1300 | ........ | ........ | 226 | GKD | Wi | Til | Vor | DC | Long-DP | Own | SG | 2 | 12 | 8½ | 860 | DM |
| Cletrac EHG62 | 55 | 105½ | 76¾ | 60 | 5575 | .... | 25 | 31 | 25 | Y | 3 | 2.2 | 3.2 | 4.6 | .... | 1.6 | 8° | 62 | Herc | 4-4x4½ | L | 1300 | ........ | ........ | 226 | GKD | Wi | Til | Vor | DC | Long-DP | Own | SG | 2 | 12 | 8½ | 860 | DM |
| Cletrac, Diesel EHD62 | 55 | 105½ | 76¾ | 60 | 6350 | .... | 25 | 33 | 26 | Y | 3 | 2.3 | 3.1 | 4.9 | .... | 2.5 | 8° | 52 | Buda | 4-3⅝x4¾ | I | 1530 | ........ | ........ | 196 | O | N | (g) | Vor | DC | Long-DP | Own | SG | 2 | 10½ | 8½ | 920 | DM |
| Cletrac EG68 | 56½ | 105½ | 84½ | 55½ | 5100 | .... | 18 | 31 | 22 | Y | 3 | 2.1 | 2.7 | 3.9 | .... | 1.6 | 8° | 68 | Herc | 4-4x4½ | L | 1300 | ........ | ........ | 226 | GKD | Wi | Til | Vor | DC | Long-DP | Own | SG | 2 | 12 | 8½ | 860 | DM |
| Cletrac EHG68 | 55 | 105½ | 82¾ | 60 | 5600 | .... | 25 | 31 | 25 | Y | 3 | 2.2 | 3.2 | 4.6 | .... | 1.6 | 8° | 68 | Herc | 4-4x4½ | L | 1300 | ........ | ........ | 226 | GKD | Wi | Til | Vor | DC | Long-DP | Own | SG | 2 | 12 | 8½ | 860 | DM |
| Cletrac, Diesel EHD68 | 55 | 105½ | 82¾ | 60 | 6375 | .... | 25 | 33 | 26 | Y | 3 | 2.3 | 3.1 | 4.9 | .... | 2.5 | 8° | 68 | Buda | 4-3⅝x4¾ | I | 1530 | ........ | ........ | 196 | O | N | (g) | Vor | DC | Long-DP | Own | SG | 2 | 10½ | 8½ | 920 | DM |
| Cletrac EG76 | 56½ | 105½ | 92½ | 55½ | 5125 | .... | 18 | 31 | 22 | Y | 3 | 2.1 | 2.7 | 3.9 | .... | 1.6 | 8 | 76 | Herc | 4-4x4½ | L | 1300 | ........ | ........ | 226 | GKD | Wi | Til | Vor | DC | Long-DP | Own | SG | 2 | 12 | 8½ | 860 | DM |
| Cletrac EHG76 | 55 | 105½ | 90¾ | 60 | 5625 | .... | 25 | 31 | 25 | Y | 3 | 2.2 | 3.2 | 4.6 | .... | 1.6 | 8 | 76 | Herc | 4-4x4½ | L | 1300 | ........ | ........ | 226 | GKD | Wi | Til | Vor | DC | Long-DP | Own | SG | 2 | 12 | 8½ | 860 | DM |
| Cletrac, Diesel EHD76 | 55 | 105½ | 90¾ | 60 | 6400 | .... | 25 | 33 | 26 | Y | 3 | 2.3 | 3.1 | 4.9 | .... | 2.5 | 8 | 76 | Buda | 4-3⅝x4¾ | I | 1530 | ........ | ........ | 196 | O | N | (g) | Vor | DC | Long-DP | Own | SG | 2 | 10½ | 8½ | 920 | DM |
| Cletrac AG | 62 | 109½ | 57¼ | 52 | 6800 | .... | 13½ | 34 | 27 | Y | 3 | 1.7 | 2.6 | 3.7 | .... | 1.3 | 12 | 42 | Herc | 4-4x4½ | L | 1530 | ........ | ........ | 226 | GKD | Wi | Til | Vor | DC | Long-DP | Own | SG | 2 | 10½ | 8½ | 1130 | DM |
| Cletrac, Diesel AD | 62 | 109½ | 57¼ | 54 | 7600 | .... | 13½ | 38 | 31 | Y | 3 | 1.7 | 2.6 | 3.7 | .... | 1.3 | 12 | 42 | Herc | 4-4x4½ | L | 1530 | ........ | ........ | 226 | O | N | (g) | Vor | DC | Long-DP | Own | SG | 2 | 10½ | 8½ | 1130 | DM |
| Cletrac, Diesel AD | 62 | 109½ | 57¼ | 54 | 7600 | .... | 13½ | 38 | 31 | Y | 3 | 1.7 | 2.6 | 3.7 | .... | 1.3 | 12 | 42 | Buda | 4-3⅝x4¾ | I | 1530 | ........ | ........ | 196 | O | N | (g) | Vor | DC | Long-DP | Own | SG | 2 | 10½ | 8½ | 1130 | DM |
| Cletrac BG | 63 | 116 | 60⅛ | 57⅜ | 8350 | .... | 15¼ | 44 | 35 | Y | 3 | 1.8 | 2.6 | 3.4 | .... | 1.3 | 14 | 44 | Herc | 6-3¾x4¼ | L | 1530 | ........ | ........ | 282 | GKD | Del | Til | Vor | DC | Long-DP | Own | SG | 2 | 12 | 8½ | 1145 | DM |
| Cletrac, Diesel BD | 63 | 116 | 60⅛ | 57⅜ | 8800 | .... | 15¼ | 44 | 36 | Y | 3 | 1.8 | 2.6 | 3.4 | .... | 1.3 | 14 | 44 | Herc | 6-3½x4½ | L | 1530 | ........ | ........ | 260 | O | N | (g) | Vor | DC | Long-DP | Own | SG | 2 | 12 | 8½ | 1145 | DM |
| Cletrac CG | 74¾ | 119¾ | 67¼ | 64 1/16 | 11500 | .... | 15¾ | 55 | 48 | Y | 3 | 1.8 | 3.0 | 4.4 | .... | 2.2 | 14 | 48 | Herc | 6-4¼x4½ | L | 1565 | ........ | ........ | 383 | GKD | Del | Til | Vor | DC | Long-DP | Own | SG | 2 | 13 | 11 | 1015 | DM |
| Cletrac DG | 74¾ | 125 | 67¼ | 65½ | 12000 | .... | 15¾ | 69 | 60 | Y | 3 | 1.9 | 2.9 | 4.6 | .... | 1.9 | 15 | 48 | Herc | 6-4⅝x5¼ | L | 1300 | ........ | ........ | 529 | GKD | Del | Sch | Vor | DC | Long-DP | Own | SG | 2 | 13 | 11 | 960 | DM |
| Cletrac, Diesel DD | 74¾ | 125 | 67¼ | 65½ | 12700 | .... | 15¾ | 68 | 61 | Y | 3 | 1.8 | 2.7 | 4.3 | .... | 1.8 | 15 | 48 | Herc | 6-4⅜x5¼ | L | 1200 | ........ | ........ | 474 | O | N | (g) | Vor | DC | Long-DP | Own | SG | 2 | 13 | 11 | 884 | DM |
| Cletrac FG | 96 | 180 | 100 | 88 | 26750 | .... | 19½ | 111 | 94 | Y | 4 | 1.6 | 2.7 | 3.7 | 5.0 | 1.6 | 20 | 69 | Herc | 6-5¾x6 | L | 1120 | ........ | ........ | 935 | GK | Bos | Til | Vor | DC | Long-DP | Own | SG | 2 | 24½ | 15 | 510 | DM |
| Cletrac, Diesel FD | 96 | 180 | 100 | 88 | 28250 | .... | 19½ | 108 | 95 | Y | 4 | 1.6 | 2.7 | 3.6 | 5.0 | 1.5 | 20 | 69 | Herc | 6-5x6 | I | 1300 | ........ | ........ | 707 | O | N | (g) | Vor | DC | Long-DP | Own | SG | 2 | 24½ | 15 | 535 | DM |
| I.H.C.(2) T20 | 52½ | 112 5/16 | 56 | 57 | 6725 | 6 | 7 1/16 | 30 | 24 | Y | 3 | 1.5 | 2.7 | 3.8 | .... | 2.0 | 10 | 41½° | Own | 4-3¾x5 | I | 1250 | ........ | ........ | 221 | GKD | Own | Zen | Own | CS | Own-SP | Own | SG | 2-S | 15¼† | 7 | 645 | DM |
| I.H.C.(2) T35 | 64⅞ | 132⅛ | 59¼ | 69 | 10070 | 6½ | 11 5/16 | 46 | 39 | Y† | 5 | 1.7 | 2.2 | 2.8 | 3.2 | 2.2 | 13 | 45° | Own | 6-3⅝x4½ | I | 1750 | ........ | ........ | 279 | GD | Own | Zen | Don | DC | Roc-SP | Own | SG | 2-S | 16¾† | 9 | 619 | DM |
| I.H.C.(2), Diesel TD35 | 64⅞ | 132⅛ | 59¼ | 69 | 10560 | 6½ | 11 5/16 | 44 | 36 | Y† | 5 | 1.7 | 2.1 | 2.7 | 3.1 | 2.1 | 13 | 45° | Own | 4-4½x6½ | I | 1100 | ........ | ........ | 414 | O | N | N | Don | DC | Roc-SP | Own | SG | 2-S | 16¾† | 9 | 591 | DM |
| I.H.C.(2) T40 | 70 | 140 | 63¾ | 69 | 12000 | 7 | 10⅜ | 54 | 47 | Y | 5 | 1.7 | 2.2 | 2.8 | 3.2 | 2.2 | 16 | 47¾° | Own | 6-3¾x4½ | I | 1750 | ........ | ........ | 298 | GD | Own | Zen | Don | DC | Roc-SP | Own | SG | 2-S | 16¾† | 9 | 619 | DM |
| I.H.C.(2), Diesel TD18 | 84⅝ | 157¾ | 82 | 79 | 20500 | .... | 14¼ | 80 | 70 | Y† | 6 | 1.5 | 2.0 | 2.5 | 3.2 | 1.5° | 18 | 62° | Own | 6-4¾x6½ | I | 1200 | ........ | ........ | 691 | O | N | N | Don | DC | Roc-SP | Own | SG | 2-S | ..... | ..... | ..... | DM |
| I.H.C.(2), Diesel TD40 | 70 | 140 | 63¾ | 69 | 12400 | 7 | 10 5/32 | 57 | 49 | Y | 5 | 1.7 | 2.2 | 2.7 | 3.2 | 2.2 | 16 | 47¾° | Own | 4-4¾x6½ | I | 1200 | ........ | ........ | 461 | O | N | N | Don | DC | Roc-SP | Own | SG | 2-S | 16¾† | 9 | 645 | DM |

## ABBREVIATIONS FOR WHEEL AND TRACK-LAYING TYPES

▼—Rated using rubber tires
■—Rated using gasoline
○—Others also
*—Road speeds
**—Ratings apply to regular models. Also built as "Twin Power" models
†—Special equipment
††—Dimensions, power and speeds are for steel wheel equipment
(1)—Also built in wide track models
(2)—International Harvester Co.

(3)—Also made in 4 speed model
(4)—Fate-Root-Heath Co.
(a)—12 to 20 in. widths available
(b)—15 to 28 in. widths available
AL—Auto-Lite
BB—Borg & Beck
Bos—Bosch Ignition
(c)—18 to 24 in. widths available
Cha—Chain
Co—Cone type
CS—Circulating splash
d)—20 to 24 in. widths available

D—Distillate
DC—Drilled Crankshaft
Del—Delco-Remy
DM—Driving Members
DO—Double Plate, in Oil
DOD—Diesel Oil or Distillate
Don—Donaldson
DP—Double Plate, dry
(e)—Also available in 10 in. diam.
Eis—Eismann
ES—Edison-Splitdorf
(f)—Also available in 20 in. diam.

FK—Front Axle Knuckle
FM—Fairbanks Morse Co.
(g)—Bosch or Timken Injection systems
G—Gasoline
(h)—Also 444 R.P.M.
Herc—Hercules
I—In Head (Valves)
IG—Internal Gear
(k)—Deco Injection system
K—Kerosense
Kin—Kingston

(l)—Dual
L—"L" Head (Valves)
(m)—Steel wheels 2750 lbs., Rubber tires 3480 lbs.
Mal—Mallory
MD—Multiple Dry Disk
Mo—Multiple Disk, in Oil
MS—Marvel-Schebler
(n)—Steel wheels 2935 lbs., Rubber tires 3665 lbs.
N—No or None
NR—Not Rated

O—Diesel Fuel
Op—Optional
(p)—Steel wheels 5035 lbs., Rubber tires 5450 lbs.
P—Pivots on either wheel
(r)—Steel wheels 4220 lbs., Rubber tires 4620 lbs.
RF—Rotating Fork
Roc—Rockford
S—Sprockets
SA—Swinging Axle
Sch—Schebler

SG—Spur Gear
SP—Single Plate, dry
TD—Twin-Disk
Til—Tillotson
Un—United
Var—Various widths
Vor—Vortox
WG—Worm Gear
Wi—Wico
Y—Yes
Zen—Zenith
ZK—Zenith or Kingston

# AMERICAN STOCK CLUTCHES

| MAKE AND MODEL | Designed For | Rated Torque Capacity (Lb. Ft.) | Type | Facing Material | DIAMETER OF FACING: Outside (In.) | DIAMETER OF FACING: Inside (In.) | Number of Facings | No. of Driving Members | No. of Driven Members | Disc or Plate Material | Number of Springs | PRESSURES (Lb.): Total Spring Pressure | PRESSURES (Lb.): Total on Friction Face | PRESSURES (Lb.): Per Sq. In. of Friction Surface | PRESSURES (Lb.): To Disengage at Thrust Bearing | Overall Outside Diameter of Clutch (In.) | Flexible Hub Mounting | Type of Throwout Bearing | DRIVE TAKEN BY: From Flywheel to Driving Members of Clutch | DRIVE TAKEN BY: From Driven Members of Clutch to Clutch Shaft | Means of Adjustment | Is Clutch Brake Provided | Bell Housing (S. A. E. No's.) | Weight Complete (Lb.) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Borg & Beck.........9A-7 | C,T,Tr | (a) | SP | W-M | 9¼ | 6 | 2 | 2 | 1 | St | 9 | 1215 | 1215 | 28.7 | 275 | 11 5/16 | Sg | Opt | L.O.P. | Splines | No | No | 5 | 16.00 |
| Borg & Beck.........9A-6 | C,T,Tr | (a) | SP | W-M | 9¼ | 5⅝ | 2 | 2 | 1 | St | 9 | 1215 | 1215 | 28.7 | 275 | 11 5/16 | Sg | Opt | L.O.P. | Splines | No | No | 5 | 16.50 |
| Borg & Beck........10A-7 | C | 210 | SP | W-M | 10 | 7 | 2 | 2 | 1 | St | 9 | 1395 | 1395 | 27.9 | 300 | 12⅜ | Sg | Opt | L.O.P. | Splines | No | No | 5 | 19.35 |
| Borg & Beck........10A-6 | T,Tr | 160 | SP | W-M | 10 | 6 | 2 | 2 | 1 | St | 12 | 1395 | 1395 | 27.9 | 300 | 12⅜ | Sg | Opt | L.O.P. | Splines | No | No | 5 | 19.50 |
| Borg & Beck........11A-6 | C,T,B,Tr | (c) | SP | W-M | 11 | 6½ | 2 | 2 | 1 | St | 12 | 1770 | 1770 | 27.0 | 365 | 13⅜ | Sg | Opt | L.O.P. | Splines | No | No | 4 | 28.50 |
| Borg & Beck.12-Q&12-QL | T,B,Tr | 200 | SP | Wo | 11⅞ | 7¼ | 2 | 2 | 1 | St | 1 | 300 | 1590 | 23.0 | 350 | 12¼ | Sg | Opt | Pins | Splines | Sc | No | 3 | 33.25 |
| Borg & Beck.... 13-Q | T,B,Tr | 260 | SP | Wo | 12⅞ | 7¼ | 2 | 2 | 1 | St | 1 | 300 | 1590 | 17.8 | 350 | 13 3/16 | No | Opt | Pins | Splines | Sc | No | 3 | 41.25 |
| Borg & Beck........14-Q | T,B,Tr | 375 | SP | Wo | 13⅞ | 7¼ | 2 | 2 | 1 | St | 1 | 350 | 2117 | 19.3 | 400 | 14 3/16 | No | Opt | Pins | Splines | Sc | No | 2 | 57.00 |
| Brown-Lipe.........12-SP | T,B,Tr | Var | SP | Wo | 11⅞ | 7¼ | 2 | 1 | 1 | NI | 1 | Var | Var | Var | Var | 13⅜ | Sg | BT | Keys | Splines | Shs | No | 2,3,4 | 38.00 |
| Brown-Lipe.........13-SP | T,B,Tr | Var | SP | Wo | 12⅞ | 7¼ | 2 | 1 | 1 | NI | 1 | Var | Var | Var | Var | 14⅝ | Sg | BT | Keys | Splines | Shs | No | 1,2,3 | 45.00 |
| Brown-Lipe.........14-SP | T,B,Tr | Var | SP | Wo | 13¾ | 7⅜ | 2 | 1 | 1 | NI | 2 | Var | Var | Var | Var | 15½ | Sg | AB | Keys | Splines | Th | Y | 1,2,3 | 58.00 |
| Brown-Lipe.........13-2P | T,B,Tr | Var | DP | Wo | 13 | 7⅜ | 4 | 2 | 2 | NI | 2 | Var | Var | Var | Var | 15½ | No | AB | KP | Splines | Th | Y | 1,2,3 | 84.00 |
| Brown-Lipe.........14-2P | T,B,Tr | Var | DP | Wo | 13¾ | 7⅜ | 4 | 2 | 2 | NI | 2 | Var | Var | Var | Var | 16¼ | No | AB | KP | Splines | Th | Y | 1,2 | 95.00 |
| Hele-Shaw(1)...........5 | T,B | 210 | MO | No | 7 | 6 | .... | 15 | 14 | BS | 1 | 250 | ..... | 62.0 | 250 | 10½ | .... | AB | Pins | Pins | Th | Y | ........ | 58.00 |
| Hele-Shaw(1)...........6 | T,B | 300 | MO | No | 9 | 7 | .... | 12 | 11 | BS | 1 | 300 | ..... | 56.0 | 300 | 12¾ | .... | AB | Pins | Pins | Th | Y | ........ | 82.00 |
| Hele-Shaw(1)...........7 | T,B | 370 | MO | No | 9 | 7 | .... | 15 | 14 | BS | 1 | 300 | ..... | 56.0 | 300 | 12¾ | .... | AB | Pins | Pins | Th | Y | ........ | 86.00 |
| Hele-Shaw(1)...........8 | ........ | 420 | MO | No | 11½ | 9½ | .... | 12 | 11 | BS | 1 | 400 | ..... | 38.0 | 400 | 15½ | .... | AB | Pins | Pins | Th | Y | ........ | 110.00 |
| Hele-Shaw(1)..........10 | T,B | 575 | MO | No | 11½ | 9½ | .... | 16 | 15 | BS | 1 | 400 | ..... | 38.0 | 400 | 15½ | .... | AB | Pins | Pins | Th | Y | ........ | 150.00 |
| Hele-Shaw(1).........150 | T,B | 1000 | MO | No | 17 | 15 | .... | 17 | 16 | BS | 1 | 600 | ..... | 54.0 | 600 | 21½ | .... | AB | Pins | Pins | Th | Y | ........ | 300.00 |
| Lipe, W.C...........Z34S | T,B,Tr | 210 | SP | W-M | 11⅞ | 7¼ | 2 | 1 | 1 | SI | 1 | 330 | 1750 | 25.0 | 390 | 13⅝ | Sg | BT | Lugs | Splines | Shs | No | 3+ | 37.20 |
| Lipe, W.C...........Z30S | T,B,Tr | 270 | SP | W-M | 12⅞ | 7¼ | 2 | 1 | 1 | SI | 1 | 360 | 2250 | 25.0 | 380 | 14⅝ | Sg | BT | Lugs | Splines | Shs | No | 3+ | 45.07 |
| Lipe, W.C...........Z32S | T,B,Tr | 340 | SP | W-M | 13⅞ | 7¼ | 2 | 1 | 1 | SI | 1 | 410 | 2650 | 23.4 | 400 | 15⅝ | Sg | BT | Lugs | Splines | Shs | No | 3+ | 57.00 |
| Lipe, W.C...........Z31S | T,Tr | 425 | SP | Wo | 13⅞ | 7¼ | 2 | 1 | 1 | SI | 1 | 465 | 3230 | 29.4 | 515 | 15⅝ | Sg | BT | Lugs | Splines | Shs | No | 3+ | 60.50 |
| Lipe, W.C...........Z42S | T,B,Tr | 450 | SP | Wo | 15 | 8 | 2 | 1 | 1 | SI | 1 | 485 | 3150 | 24.0 | 575 | 16¾ | Sg | BT | Lugs | Splines | Shs | No | 2+ | 73.00 |
| Lipe, W.C...........Z40S | T,B,Tr | 615 | SP | Wo | 15 | 8 | 2 | 1 | 1 | SI | 1 | 600 | 4200 | 33.0 | 725 | 16¾ | Sg | BT | Lugs | Splines | Shs | No | 2+ | 75.00 |
| Lipe, W.C...........Z40S | T,Tr | 600 | DP | Wo | 12⅞ | 7¼ | 4 | 2 | 2 | SI | 1 | 485 | 2420 | 27.2 | 575 | 15⅝ | No | BT | Lugs | Splines | Shs | No | 2+ | 83.00 |
| Lipe, W.C...........Z38S | T,Tr | 1000 | DP | Wo | 15 | 8 | 4 | 2 | 2 | SI | 1 | 485 | 3712 | 29.0 | 575 | 16¾ | No | BT | Lugs | Splines | Shs | No | 2+ | 105.00 |
| Long.............7½-CB | Cars | 60 | SP | W-M | 7½ | 5 | 2 | 2 | 1 | St | 6 | Var | Var | Var | Var | 8 3/16 | Sg | BA | CS | Splines | No | No | ........ | 10.50 |
| Long.............8½-CB | C,T | 125 | SP | W-M | 8½ | 6 | 2 | 2 | 1 | St | 6 | Var | Var | Var | Var | 9 15/16 | Sg | BA | CS | Splines | No | No | 6+ | 10.75 |
| Long...............9-CF | C,T | (g) | SP | W-M | 9 | 5¾ | 2 | 2 | 1 | St | 6 | Var | Var | Var | Var | 11 | Sg | BA | CS | Splines | No | No | 5+ | 14.50 |
| Long.............9½-CF | C,T | (h) | SP | W-M | 9½ | 6 | 2 | 2 | 1 | St | 6 | Var | Var | Var | Var | 11½ | Sg | BA | CS | Splines | No | No | 5+ | 15.75 |
| Long..............10-CF | C,T,B,Tr | (d) | SP | W-M | 10 | 6 | 2 | 2 | 1 | St | 9 | Var | Var | Var | Var | 12 | Sg | BA | CS | Splines | No | No | 5+ | 20.50 |
| Long..............11-CF | C,T,B,Tr | (e) | SP | W-M | 11 | 6½ | 2 | 2 | 1 | St | 9 | Var | Var | Var | Var | 13 | Sg | BA | CS | Splines | No | No | 4+ | 23.75 |
| Long..............12-CB | C,T,B,Tr | (f) | SP | W-M | 12 | 7 | 2 | 2 | 1 | St | 12 | Var | Var | Var | Var | 14⅝ | Sg | BA | CS | Splines | No | No | 3+ | 37.75 |
| Long...............29-A | T,Tr | 225 | DP | W-M | 9¾ | 6¼ | 4 | 3 | 2 | St | 12 | Var | Var | Var | Var | 11¾ | No | BA | Lugs | Splines | No | No | 4+ | 33.00 |
| Long...............31-A | T,Tr | 300 | DP | W-M | 11 | 6½ | 4 | 3 | 2 | St | 12 | Var | Var | Var | Var | 13 | No | BA | Lugs | Splines | No | No | 4+ | 44.00 |
| Long..............34-BD | T,Tr | 550 | DP | W-M | 13¾ | 7¼ | 4 | 3 | 2 | St | 18 | Var | Var | Var | Var | 16⅛ | No | BA | Lugs | Splines | No | No | 2+ | 99.25 |
| Long...............13-6 | T,B,Tr | 350 | SP | W-M | 13¾ | 7¼ | 2 | 2 | 1 | St | 18 | Var | Var | Var | Var | 15½ | Sg | BA | CS | Splines | Sc | No | 2+ | 63.50 |
| Long...............15-4 | T,B,Tr | 500 | SP | W-M | 15½ | 9 | 2 | 2 | 1 | St | 18 | Var | Var | Var | Var | 17¾ | Sg | BA | CS | Splines | Sc | No | 1+ | 75.50 |
| Long..................17 | T,B,Tr | 600 | SP | W-M | 16¾ | 10 | 2 | 2 | 1 | St | 30 | Var | Var | Var | Var | 19⅜ | No | BA | CS | Splines | Sc | No | 1+ | 96.00 |
| Rockford............8-II | C,T | 98 | SP | W-M | 7⅞ | 5⅜ | 2 | 1 | 1 | St | 6 | 720 | 720 | 27.6 | 213 | 9 3/16 | Sg | Opt | Studs | Splines | SCL | No | 4,5 | ...... |
| Rockford............9-II | T,B | 145 | SP | W-M | 8⅞ | 5¾ | 2 | 1 | 1 | St | 6 | 930 | 930 | 25.9 | 221 | 10 3/16 | Sg | Opt | Studs | Splines | SCL | No | 2,3,4,5 | ...... |
| Rockford...........12-II | T,B,Tr | 347 | SP | W-M | 11⅞ | 6⅞ | 2 | 1 | 1 | St | 9 | 1665 | 1665 | 22.6 | 420 | 13 3/16 | Sg | Opt | Studs | Splines | SCL | No | 2,3,4 | ...... |
| Rockford...........14-II | T,B,Tr | 590 | SP | W-M | 13⅞ | 8 | 2 | 1 | 1 | St | 12 | 2460 | 2460 | 24.3 | 575 | 15⅜ | Sg | Opt | Studs | Splines | SCL | No | 1,2,3 | ...... |
| Rockford............9-TT | T,B | 210 | SP | W-M | 9 | 5¾ | 2 | 1 | 1 | St | 12 | 1350 | 1350 | 36.0 | 295 | 11 5/16 | No | Opt | L.O.P. | Splines | Sc | No | 2,3,4,5 | ...... |
| Rockford...........10-TT | C,T,B,Tr | 225 | SP | W-M | 9⅞ | 6⅛ | 2 | 1 | 1 | St | 12 | 1500 | 1500 | 32.0 | 350 | 12 | No | Opt | L.O.P. | Splines | Sc | No | 2,3,4,5 | ...... |
| Rockford...........11-TT | C,T,B,Tr | 320 | SP | W-M | 10⅞ | 6⅞ | 2 | 1 | 1 | St | 12 | 1740 | 1740 | 31.8 | 435 | 13 | Sg | Opt | L.O.P. | Splines | Sc | No | 2,3,4 | ...... |
| Rockford...........12-TT | T,B,Tr | 540 | SP | W-M | 11⅞ | 6⅞ | 2 | 1 | 1 | St | 15 | 2175 | 2175 | 35.0 | 435 | 14⅝ | Sg | Opt | ........ | Splines | Sc | No | 2,3,4 | ...... |
| Rockford...........14-TT | T,B,Tr | 635 | SP | W-M | 13⅞ | 8 | 2 | 1 | 1 | St | 12 | 2100 | 2100 | 21.8 | 420 | 15½ | Sg | Opt | L.O.P. | Splines | Sc | No | 1,2,3 | ...... |
| Rockford...........15-TT | T,B,Tr | 920 | SP | W-M | 15 | 8 | 2 | 1 | 1 | St | 18 | 3150 | 3150 | 25.0 | 630 | 16⅝ | Sg | BA | Studs | Splines | Sc | No | 1,2,3 | ...... |
| Rockford...........18-TT | T,B,Tr | 1960 | DP | Wo | 17⅝ | 9⅝ | 4 | 2 | 2 | St | 16 | 3360 | 2360 | 19.5 | 570 | 21 | No | AB | Studs | Splines | Sc | No | 0,00 | ...... |
| Rockford............9-RM | T,B,Tr | 115 | SP | W-M | 8⅞ | 5¾ | 2 | 1 | 1 | St | 6 | 750 | 750 | 21.0 | 190 | 11⅜ | No | BA | L.O.P. | Splines | SCL | No | 2,3,4,5 | ...... |
| Rockford...........10-RM | T,B,Tr | 175 | SP | W-M | 9⅞ | 6⅛ | 2 | 1 | 1 | St | 6 | 1020 | 1020 | 21.0 | 255 | 11 3/16 | No | BA | L.O.P. | Splines | SCL | No | 2,3,4,5 | ...... |
| Rockford...........11-RM | T,B,Tr | 310 | SP | W-M | 10⅞ | 6⅞ | 2 | 1 | 1 | St | 9 | 1665 | 1665 | 30.0 | 380 | 13⅜ | No | BA | L.O.P. | Splines | SCL | No | 2,3,4 | ...... |
| Rockford............15-Q | T,B,Tr | 690 | SP | Wo | 15 | 8 | 2 | 1 | 1 | St | 9 | 2880 | 2880 | 22.8 | 690 | 17¼ | No | AB | L.O.P. | Splines | ..... | No | 1,2,3 | ...... |
| Twin Disc C-minimum... | Tr | 75 | † | Wo | 5¼ | 3⅛ | 2 | 1 | 2 | I | No | No | 1380 | 50.0 | 50 | 7⅛ | No | Pla | GT | Splines | Th | No | ........ | 10.00 |
| Twin Disc C-maximum... | Tr | 1100 | † | Wo | 14 | 7 | 4 | 2 | 3 | St | No | No | 5600 | 50.0 | 100 | 18⅜ | No | Pla | GT | Splines | Th | No | ........ | 110.00 |

**ABBREVIATIONS**

†—Made with Single or Double Plate, operating Dry or in Oil
+—And larger
(1)—Merchant and Evans Co.
(2)—Interstate Motive Parts Co.
(a)—170 lbs. on Pass. Cars, 130 on Trucks and Tractors
AB—Annular Ball
B—Buses
BA—Ball Thrust or Annular Ball
BP—Ball or Plain Thrust
BS—Bronze and Steel
BT—Ball Thrust
(c)—265 lbs. on Pass. Cars, 195 on Trucks, Buses or Tractors
C—Cars CI—Cast Iron
CS—Cap Screws
(d)—Cars 225, Trucks 160, Buses and Tractors 130
DP—Double Plate, dry
(e)—Cars 275, Trucks 185, Buses and Tractors 170
(f)—Cars 375, Trucks 250, Buses and Tractors 200
(g)—Cars 165, Trucks 135
GT—Gear Teeth
(h)—Cars 185, Trucks 150
I—Iron
KP—Keys and Pins
L.O.P.—Lugs on Pressure Plate
MD—Multiple Disc, Dry
MO—Multiple Disc, in Oil
NI—Nickel Iron
PL—Pins and Lugs
Pla—Plain
Sc—Screws on Cover Plate
SCL—Screws on Clutch Lever
SD—Single and Double Plate
Sg—Springs
Shs—Shims
SI—Special Iron
SP—Single Plate, Dry
Sr—Springs and Rubber
SSP—Screws in Studs in Pressure Plate
St—Steel
T—Trucks
Th—Threaded Ring
Tr—Tractors
Var—Various
W-M—Woven or Molded
Wo—Woven Y—Yes

# AMERICAN STOCK, MARINE AND

| Line Number | MAKE AND MODEL | Designed for | Number of Cylinders Bore and Stroke (In.) | Rated Hp. (A.M.A.) | Maximum Brake Hp. at Specified R.P.M. | Piston Displacement (Cu. In.) | Compression Ratio | Maximum Torque at R.P.M. (Lb. Ft.) | No. of Cylinders Cast In One Piece | Crankcase—Upper Half Integral with Cylinders | Arrangement | VALVES: Exhaust Head Material or S.A.E. No. | Max. Head Diameter (In.): Intake | Max. Head Diameter (In.): Exhaust | Min. Port Diameter (In.): Intake | Min. Port Diameter (In.): Exhaust | Lift (In.): Intake | Lift (In.): Exhaust | Stem Diameter (In.): Intake | Stem Diameter (In.): Exhaust | Seat Angle (Degrees) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | Allis-Chalmers B-15 | Tr, PU | 4-3¼x3½ | 16.9 | 22-1800 | 116.0 | 5.00 | 74-1100 | W | In | I | Sil | 1.43 | 1.31 | 1.18 | 1.00 | .372 | .372 | .341 | .341 | 45 |
| 2 | Allis-Chalmers W-25 | Tr, PU | 4-4x4 | 25.6 | 31-1300 | 201.0 | 5.00 | 130-1150 | W | In | I | Sil | 1.68 | 1.50 | 1.50 | 1.31 | .372 | .372 | .372 | .372 | 45 |
| 3 | Allis-Chalmers U-40 | Tr, PU | 4-4½x5 | 32.4 | 45-1200 | 318.0 | 4.75 | 200-900 | W | In | I | Sil | 2.03 | 1.78 | 1.75 | 1.50 | .375 | .375 | .373 | .373 | 30 |
| 4 | Allis-Chalmers E-60 | Tr, PU | 4-5¼x6½ | 44.1 | 68-1050 | 563.0 | 4.50 | 370-750 | W | Se | I | Sil | 2.21 | 2.21 | 2.00 | 2.00 | .437 | .415 | .434 | .434 | 45 |
| 5 | Allis-Chalmers L-90 | Tr, PU | 6-5¼x6½ | 66.1 | 102-1050 | 844.0 | 4.50 | 550-725 | W | Se | I | Sil | 2.21 | 2.21 | 2.00 | 2.00 | .437 | .415 | .434 | .434 | 45 |
| 6 | Autocar 315 | T | 6-3¾x4¾ | 33.7 | 81-2400 | 315.0 | 5.50 | 220-800 | 6 | Se | L | Sil | 1.75 | 1.65 | 1.56 | 1.43 | .375 | .375 | .437 | .437 | 45 |
| 7 | Autocar 358 | T | 6-4x4¾ | 38.4 | 89-2400 | 358.0 | 5.50 | 248-900 | 6 | Se | L | Sil | 1.90 | 1.78 | 1.68 | 1.55 | .375 | .375 | .437 | .437 | 45 |
| 8 | Autocar 408 | T | 6-4⅛x5¼ | 39.6 | 110-2400 | 408.0 | 5.50 | 293-900 | 6 | Se | L | Sil | 2.06 | 1.93 | 1.87 | 1.75 | .375 | .375 | .437 | .437 | 45 |
| 9 | Autocar 447 | T | 6-4¼x5¼ | 43.4 | 116-2400 | 447.0 | 5.50 | 331-800 | 6 | Se | L | Sil | 2.06 | 1.93 | 1.87 | 1.87 | .375 | .375 | .437 | .437 | 45 |
| 10 | Autocar 501 | T | 6-4½x5¼ | 48.6 | 124-2300 | 501.0 | 5.50 | 380-800 | 6 | Se | L | Sil | 2.06 | 2.06 | 1.87 | 1.75 | .375 | .375 | .437 | .437 | 45 |
| 11 | Brennan Imp. | C, T, Tr | 4-2.2x3 | 7.8 | 20-3800 | 45.6 | 5.00 | 34-1800 | 4 | Se | L | Sil | 1.00 | 1.00 | ..... | ..... | .250 | .250 | .312 | .312 | 30 |
| 12 | Brennan Imp. | M | 4-2.2x3 | ..... | 20-3800 | 45.6 | 7.00 | 34-1800 | 4 | Se | L | Sil | 1.00 | 1.00 | .875 | .875 | .250 | .250 | .312 | .312 | 30 |
| 13 | Brennan M | M | 4-4x5 | ..... | 40-2000 | 251.0 | 5.00 | 160-1000 | 4 | Se | L | CI | 2.00 | 2.00 | 1.87 | 1.87 | .375 | .375 | .375 | .375 | 45 |
| 14 | Brennan E4 | M | 4-4½x5 | ..... | 50-1500 | 318.0 | 5.00 | 203-1000 | 4 | Se | L | Sil | 2.00 | 2.00 | 1.87 | 1.87 | .375 | .375 | .375 | .375 | 45 |
| 15 | Brennan CE | T, Tr | 4-4½x5 | 32.4 | 55-1800 | 318.0 | 4.06 | 225-1000 | 4 | Se | L | Sil | 2.00 | 2.00 | ..... | ..... | .375 | .375 | .375 | .375 | 45 |
| 16 | Brennan B70 | T, B, Tr | 6-4x5½ | 38.4 | 70-1800 | 414.7 | 4.50 | 250-800 | 3 | Se | I | Sil | 2.12 | 2.12 | ..... | ..... | .375 | .375 | .437 | .437 | 45 |
| 17 | Brennan 90 | M | 6-4x5½ | ..... | 100-2200 | 414.7 | 6.00 | 270-900 | 3 | Se | I | Sil | 2.12 | 2.12 | 2.00 | 2.00 | .375 | .375 | .437 | .437 | 45 |
| 18 | Brennan 125 | M | 6-4⅜x5½ | ..... | 125-2000 | 496.0 | 6.00 | 325-1000 | 3 | Se | I | Sil | 2.12 | 2.12 | 2.00 | 2.00 | .375 | .375 | .437 | .437 | 45 |
| 19 | Brennan 100 | T, B, Tr | 6-4⅜x5½ | 45.9 | 75-1800 | 496.0 | 4.50 | 320-800 | 3 | Se | I | Sil | 2.12 | 2.12 | ..... | ..... | .375 | .375 | .437 | .437 | 45 |
| 20 | Brennan 150 | M | 6-4½x6½ | ..... | 150-2000 | 620.3 | 5.00 | 510-1400 | 3 | Se | I | Sil | 2.50 | 2.50 | ..... | ..... | .437 | .437 | .500 | .500 | 45 |
| 21 | Brennan 150 | T, B, Tr | 6-4½x6½ | 48.6 | 150-2000 | 620.3 | 5.00 | 510-1400 | 3 | Se | I | Sil | 2.50 | 2.50 | ..... | ..... | .437 | .437 | .500 | .500 | 45 |
| 22 | Bridgeport F-5 | M | 1-3¾x4½ | ..... | 6-1200 | 49.0 | ..... | ..... | 1 | In | I | NS | 1.43 | 1.43 | ..... | ..... | ..... | ..... | ..... | ..... | ... |
| 23 | Bridgeport F-10 | M | 2-3¾x4½ | ..... | 12-1200 | 99.0 | ..... | ..... | 2 | In | I | NS | 1.43 | 1.43 | ..... | ..... | ..... | ..... | ..... | ..... | ... |
| 24 | Bridgeport F-20 | M | 4-2¾x4 | ..... | 25-2500 | 95.0 | ..... | ..... | 4 | In | L | CNS | 1.12 | 1.12 | ..... | ..... | ..... | ..... | ..... | ..... | 45 |
| 25 | Bridgeport F-25 | M | 4-3⅛x3⅞ | ..... | 50-2500 | 134.0 | ..... | ..... | 4 | In | L | CNS | 1.37 | 1.25 | ..... | ..... | .312 | .312 | ..... | ..... | 45 |
| 26 | Bridgeport Pilot | M | 4-4½x5 | ..... | 55-2000 | 283.0 | ..... | ..... | 4 | In | L | NS | 1.62 | 1.62 | ..... | ..... | ..... | ..... | ..... | ..... | 45 |
| 27 | Bridgeport Piloteer | M | 6-4⅜x4¾ | ..... | 80-2000 | 428.0 | ..... | ..... | 6 | In | I | Sil | 1.75 | 1.75 | ..... | ..... | ..... | ..... | ..... | ..... | 45 |
| 28 | Buda HP-205 | T, Tr | 4-3 13/16x4½ | 23.2 | 51-2400 | 205.0 | 4.76 | 132-1200 | 4 | In | L | 2112 | 1.65 | 1.53 | 1.50 | 1.37 | .344 | .344 | .372 | .372 | 45 |
| 29 | Buda HP-217 | T, Tr | 4-3 13/16x4¾ | 23.2 | 54-2400 | 217.0 | 5.00 | 146-1200 | 4 | In | L | 2112 | 1.65 | 1.53 | 1.50 | 1.37 | .344 | .344 | .372 | .372 | 45 |
| 30 | Buda HM-217 | M | 4-3 13/16x4¾ | ..... | 54-2400 | 217.0 | 5.00 | 146-1200 | 4 | In | L | 2112 | 1.65 | 1.53 | 1.50 | 1.37 | .344 | .344 | .372 | .372 | 45 |
| 31 | Buda HM-217-R | M | 4-3 13/16x4¾ | ..... | 54-2400 | 217.0 | 5.00 | 146-1200 | 4 | In | L | 2112 | 1.65 | 1.53 | 1.50 | 1.37 | .344 | .344 | .372 | .372 | 45 |
| 32 | Buda KT-281 | Tr | 4-4⅛x5¼ | 27.2 | 49-1750 | 281.0 | 4.50 | 173-1000 | 4 | Se | L | Sil | 1.87 | 1.87 | 1.62 | 1.62 | .281 | .312 | .372 | .372 | 45 |
| 33 | Buda YT-381 | T, B, Tr | 4-4½x6 | 32.4 | 50-1400 | 381.7 | 4.10 | 222-850 | 4 | Se | L | 2112 | 2.37 | 2.37 | 2.12 | 2.12 | .281 | .312 | .434 | .434 | 45 |
| 34 | Buda YR-425 | T | 4-4¾x6 | 36.0 | 57-1400 | 425.3 | 3.80 | 264-700 | 4 | Se | L | 2112 | 2.37 | 2.37 | 2.12 | 2.12 | .281 | .312 | .434 | .434 | 45 |
| 35 | Buda BTU | T, B, Tr | 4-5x6½ | 40.0 | 61-1200 | 510.5 | 4.65 | 330-650 | 4 | Se | L | 2112 | 2.50 | 2.50 | 2.25 | 2.25 | .375 | .375 | .434 | .434 | 45 |
| 36 | Buda FR | T, B, Tr | 4-5½x6½ | 48.5 | 78-1200 | 618.0 | 4.60 | 405-650 | 4 | Se | L | 2112 | 2.50 | 2.50 | 2.25 | 2.25 | .375 | .375 | .434 | .434 | 45 |
| 37 | Buda JV-4 | Tr, Ind | 4-5¾x7⅛ | 52.9 | 85-1200 | 740.0 | 3.85 | 472-750 | 2 | Se | L | Sil | 2.75 | 2.78 | 2.50 | 2.50 | .375 | .375 | .497 | .497 | 45 |
| 38 | Buda JK-4 | Tr, Ind | 4-6x7⅛ | 57.6 | 115-1200 | 806.0 | 4.70 | 560-700 | 2 | Se | L | 2112 | 2.93 | 2.93 | 2.50 | 2.50 | .375 | .375 | .497 | .497 | 30 |
| 39 | Buda JL-877 | Tr, Ind | 4-6¼x7⅛ | 62.5 | 108-1000 | 874.0 | 4.60 | 645-650 | 2 | Se | L | 2112 | 2.93 | 2.93 | 2.50 | 2.50 | .375 | .375 | .497 | .497 | 30 |
| 40 | Buda HP-260 | T, B | 6-3½x4½ | 29.4 | 68-2800 | 260.0 | 4.75 | 165-1200 | 6 | In | L | 2112 | 1.65 | 1.53 | 1.50 | 1.37 | .344 | .344 | .372 | .372 | 45 |
| 41 | Buda HM-260 | M | 6-3½x4½ | ..... | 70-2800 | 260.0 | 5.25 | 183-1000 | 6 | In | L | 2112 | 1.65 | 1.53 | 1.50 | 1.37 | .344 | .344 | .372 | .372 | 45 |
| 42 | Buda HM-260-R | M | 6-3½x4½ | ..... | 70-2800 | 260.0 | 5.25 | 183-1000 | 6 | In | L | 2112 | 1.65 | 1.53 | 1.50 | 1.37 | .344 | .344 | .372 | .372 | 45 |
| 43 | Buda HP-298 | T, B, Tr | 6-3¾x4½ | 33.7 | 77-2800 | 298.0 | 4.75 | 190-1100 | 6 | In | L | 2112 | 1.65 | 1.53 | 1.50 | 1.37 | .344 | .344 | .372 | .372 | 45 |
| 44 | Buda HP-326 | T, B, Tr | 6-3 13/16x4¾ | 34.8 | 78-2400 | 326.0 | 5.35 | 218-1000 | 6 | In | L | 2112 | 1.65 | 1.53 | 1.50 | 1.37 | .344 | .344 | .372 | .372 | 45 |
| 45 | Buda HM-326 | M | 6-3 13/16x4¾ | ..... | 78-2400 | 326.0 | 5.35 | 218-1000 | 6 | In | L | 2112 | 1.65 | 1.53 | 1.50 | 1.37 | .344 | .344 | .372 | .372 | 45 |
| 46 | Buda HM-326-R | M | 6-3 13/16x4¾ | ..... | 78-2400 | 326.0 | 5.35 | 218-1000 | 6 | In | L | 2112 | 1.65 | 1.65 | 1.50 | 1.37 | .344 | .344 | .372 | .372 | 45 |
| 47 | Buda K-369 | T, B | 6-4 1/16x4¾ | 39.6 | 99-2800 | 369.0 | 4.73 | 234-1100 | 6 | In | L | 2112 | 1.90 | 1.78 | 1.75 | 1.62 | .400 | .400 | .372 | .372 | 45 |
| 48 | Buda K-393 | T, B, Tr | 6-4⅛x4¾ | 42.0 | 101-2400 | 393.0 | 4.80 | 260-1200 | 6 | In | L | 2112 | 1.90 | 1.78 | 1.75 | 1.62 | .400 | .400 | .372 | .372 | 45 |
| 49 | Buda K-428 | T, B, Tr | 6-4⅜x4¾ | 45.9 | 107-2400 | 428.0 | 5.33 | 302-1000 | 6 | In | L | 2112 | 1.90 | 1.78 | 1.75 | 1.62 | .400 | .400 | .372 | .372 | 45 |
| 50 | Buda KM-428 | M | 6-4⅜x4¾ | ..... | 105-2400 | 428.0 | 5.25 | 280-1200 | 6 | In | L | 2112 | 1.90 | 1.78 | 1.75 | 1.62 | .400 | .400 | .372 | .372 | 45 |
| 51 | Buda KM-428-R | M | 6-4⅜x4¾ | ..... | 105-2400 | 428.0 | 5.25 | 280-1200 | 6 | In | L | 2112 | 1.90 | 1.78 | 1.75 | 1.62 | .400 | .400 | .372 | .372 | 45 |
| 52 | Buda L-525 | T, B, Tr | 6-4½x5½ | 48.6 | 110-2400 | 525.0 | 4.75 | 340-800 | 6 | In | L | 2112 | 1.90 | 1.78 | 1.75 | 1.62 | .400 | .400 | .372 | .372 | 45 |
| 53 | Buda LM-525 | M | 6-4½x5½ | ..... | 121-2200 | 525.0 | 5.20 | 364-800 | 6 | In | L | 2112 | 1.90 | 1.78 | 1.75 | 1.62 | .400 | .400 | .372 | .372 | 45 |
| 54 | Buda LM-525-R | M | 6-4½x5½ | ..... | 121-2200 | 525.0 | 5.20 | 364-800 | 6 | In | L | 2112 | 1.90 | 1.78 | 1.75 | 1.62 | .400 | .400 | .372 | .372 | 45 |
| 55 | Buda LO-525 | T, B, Tr | 6-4½x5½ | 48.6 | 135-2400 | 525.0 | 5.00 | 384-1100 | 6 | In | I | 2112 | 1.96 | 1.68 | 1.75 | 1.50 | .468 | .468 | .372 | .372 | 45 |
| 56 | Buda GF-638 | T, B, Tr | 6-4¾x6 | 54.1 | 134-2000 | 638.0 | 4.75 | 405-1000 | 6 | Se | I | 2112 | 2.50 | 2.37 | 2.25 | 2.12 | .375 | .375 | .434 | .434 | 30 |
| 57 | Buda M-766 | T, B, Tr | 6-5x6½ | 60.0 | 155-1800 | 765.8 | 5.00 | 500-1000 | 6 | Se | I | 2112 | 2.39 | 2.14 | 2.12 | 1.87 | .540 | .540 | .435 | .435 | 30 |
| 58 | Buda JV-6 | Tr, Ind | 6-5¾x7⅛ | 79.3 | 142-1200 | 1129.5 | 3.88 | 696-600 | 2 | Se | L | Sil | 2.75 | 2.78 | 2.50 | 2.50 | .438 | .438 | .497 | .497 | 30 |
| 59 | Buda JK-6 | Tr, Ind | 6-6x7⅛ | 86.4 | 188-1400 | 1230.0 | 4.70 | 810-700 | 2 | Se | L | 2112 | 2.93 | 2.93 | 2.50 | 2.50 | .438 | .438 | .497 | .497 | 30 |
| 60 | Buda JL-1335 | Tr, Ind | 6-6¼x7¼ | 93.7 | 164-1000 | 1334.6 | 4.40 | 915-600 | 2 | Se | L | 2112 | 2.93 | 2.93 | 2.50 | 2.50 | .438 | .438 | .497 | .497 | 30 |
| 61 | Buda P-1879 | Ind | 6-6¾x8¾ | 109.0 | 232-1000 | 1879.0 | 4.50 | 1305-750 | 6 | In | I | 2112 | 2.71 | 2.53 | 2.50 | 2.28 | .703 | .703 | .558 | .558 | 45 |
| 62 | Buffalo BA | M | 4-3½x5 | ..... | 45-1800 | 192.0 | 5.00 | 131-1400 | 4 | In | L | CI | 1.93 | 1.93 | 1.75 | 1.75 | .312 | .375 | .375 | .375 | 45 |
| 63 | Buffalo Dreadnought 4 | M | 4-5⅞x7 | ..... | 120-1200 | 759.0 | 4.60 | 525-1200 | 2 | Se | I | Sil | 3.09 | 2.84 | 2.87 | 2.62 | .540 | .540 | .500 | .500 | 45 |
| 64 | Buffalo Dreadnought 6 | M | 6-5⅞x7 | ..... | 180-1200 | 1138.0 | 4.60 | 790-1200 | 2 | Se | I | Sil | 3.09 | 2.84 | 2.87 | 2.62 | .540 | .540 | .500 | .500 | 45 |
| 65 | Buffalo Dreadnought 8 | M | 8-5⅞x7 | ..... | 240-1200 | 1518.0 | 4.60 | 1050-1200 | 2 | Se | I | Sil | 3.09 | 2.84 | 2.87 | 2.62 | .540 | .540 | .500 | .500 | 45 |
| 66 | Buffalo RAB4 | M | 4-6½x7 | ..... | 145-1200 | 929.0 | 4.60 | 635-1200 | 2 | Se | I | Sil | 3.09 | 2.84 | 2.87 | 2.62 | .540 | .540 | .500 | .500 | 45 |
| 67 | Buffalo RAB6 | M | 6-6½x7 | ..... | 210-1200 | 1393.0 | 4.60 | 950-1200 | 2 | Se | I | Sil | 3.09 | 2.84 | 2.87 | 2.62 | .540 | .540 | .500 | .500 | 45 |
| 68 | Buffalo RAB8 | M | 8-6½x7 | ..... | 290-1200 | 1858.0 | 4.60 | 1270-1200 | 2 | Se | I | Sil | 3.09 | 2.84 | 2.87 | 2.62 | .540 | .540 | .500 | .500 | 45 |
| 69 | Buffalo ATT4 | M | 4-8¼x9 | ..... | 200-900 | 1925.0 | 4.20 | 1176-900 | 2 | Se | L | Sil | 4.12 | 4.06 | 3.62 | 3.43 | .812 | .812 | .683 | .683 | 45 |
| 70 | Buffalo ATT6 | M | 6-8¼x9 | ..... | 300-900 | 2887.0 | 4.20 | 1764-900 | 2 | Se | L | Sil | 4.12 | 4.06 | 3.62 | 3.43 | .812 | .812 | .683 | .683 | 45 |
| 71 | Buffalo ATT8 | M | 8-8¼x9 | ..... | 400-900 | 3849.0 | 4.20 | 2352-900 | 2 | Se | L | Sil | 4.12 | 4.06 | 3.62 | 3.43 | .812 | .812 | .683 | .683 | 45 |
| 72 | Capitol LA-12 | M | 12-5x7 | ..... | 425-1800 | 1650.0 | 5.00 | ......... | 1 | Se | I | † | 2.50 | 2.50 | ..... | ..... | .437 | .375 | .437 | .437 | 30 |
| 73 | Capitol CD-12 | M | 12-4½x6 | ..... | 450-2300 | 1145.0 | 5.30 | ......... | 6 | Se | I | Sil | 1.56 | 1.56 | ..... | ..... | .390 | .390 | .343 | .343 | 45 |
| 74 | Capitol T-12 | M | 12-5¾x6¼ | ..... | 600-2000 | 1947.0 | 5.30 | ......... | 3 | Se | I | Sil | 2.06 | 2.06 | ..... | ..... | .500 | .500 | .500 | .500 | 45 |
| 75 | Chevrolet 1939 | C | 6-3½x3¾ | 29.4 | 85-3200 | 216.5 | 6.25 | 170-(m) | 6 | In | I | Ext | 1.64 | 1.46 | 1.25 | 1.20 | .305 | .319 | .343 | .343 | 30 |
| 76 | Chevrolet 1939 | T | 6-3½x3¾ | 29.4 | 78-3200 | 216.5 | 6.25 | 170-(k) | 6 | In | I | Ext | 1.64 | 1.46 | 1.25 | 1.20 | .305 | .319 | .343 | .343 | 30 |
| 77 | Chris-Craft ■BA | M | 4-3¼x4 | ..... | 60-3200 | 132.7 | 7.50 | ......... | 4 | In | L | Sil | 1.50 | 1.37 | 1.25 | 1.12 | .312 | .312 | .312 | .312 | 30 |
| 78 | Chris-Craft ▼■KA | M | 6-3⅜x4⅛ | ..... | 95-3500 | 221.4 | 7.50 | ......... | 6 | In | L | Sil | 1.62 | 1.40 | 1.46 | 1.25 | .312 | .312 | .312 | .312 | 30 |
| 79 | Chris-Craft ▼KB | M | 6-3⅜x4⅛ | ..... | 121-3800 | 221.4 | 7.75 | ......... | 6 | In | L | Sil | 1.62 | 1.40 | 1.46 | 1.25 | .344 | .344 | .312 | .312 | 30 |
| 80 | Chris-Craft ▼■LB | M | 6-3⅝x4¼ | ..... | 118-3300 | 263.2 | 7.00 | ......... | 6 | In | L | Sil | 1.84 | 1.75 | 1.62 | 1.50 | .356 | .356 | .375 | .375 | 30 |
| 81 | Chris-Craft ■LC | M | 6-3⅝x4¼ | ..... | 125-3300 | 263.2 | 7.50 | ......... | 6 | In | L | Sil | 1.84 | 1.75 | 1.62 | 1.50 | .356 | .356 | .375 | .375 | 30 |
| 82 | Chris-Craft ▼■MA | M | 6-4x4¼ | ..... | 135-3000 | 320.4 | 7.30 | ......... | 6 | In | L | Sil | 1.84 | 1.75 | 1.62 | 1.50 | .356 | .356 | .375 | .375 | 30 |
| 83 | Chrysler Crown-M-2 | M | 6-3⅜x4½ | ..... | 97-3200 | 242.0 | 6.20 | 180-1200 | 6 | In | L | Sil | 1.53 | 1.46 | 1.50 | 1.37 | .343 | .343 | .343 | .343 | 45 |
| 84 | Chrysler Ace-PC | M | 6-3⅛x4⅜ | ..... | 75-3200 | 201.0 | 6.70 | 145-1200 | 6 | In | L | Sil | 1.46 | 1.46 | 1.31 | 1.31 | .312 | .312 | .343 | .343 | 45 |
| 85 | Chrysler Royal-8-CV | M | 8-3¼x4⅞ | ..... | 120-3200 | 324.0 | 6.10 | 260-1400 | 8 | In | L | Sil | 1.46 | 1.40 | .937 | 1.25 | .343 | .343 | .343 | .343 | 45 |
| 86 | Climax G4B | Tr, Ind | 4-4⅜x5¼ | 30.6 | 44-1200 | 316.0 | 4.10 | 205-800 | 4 | In | I | Sil | 2.00 | 2.00 | 1.75 | 1.75 | .406 | .406 | .375 | .375 | 45 |
| 87 | Climax G4C | Tr, Ind | 4-4½x5¼ | 34.2 | 47-1200 | 334.0 | 4.75 | 217-800 | 4 | In | I | Sil | 2.00 | 2.00 | 1.75 | 1.75 | .406 | .406 | .375 | .375 | 45 |
| 88 | Climax H4B | Tr, Ind | 4-5⅛x6¼ | 42.0 | 73-1200 | 516.0 | 4.10 | 342-800 | 4 | In | I | Sil | 2.37 | 2.37 | 2.12 | 2.12 | .437 | .437 | .437 | .437 | 45 |
| 89 | Climax N4A | Tr, Ind | 4-5¼x6½ | 44.1 | 85-1200 | 563.0 | 4.20 | 380-750 | 4 | In | I | Sil | 2.25 | 2.25 | 2.00 | 2.00 | .500 | .500 | .562 | .562 | 45 |
| 90 | Climax TU | Tr, Ind | 4-5½x7 | 48.5 | 77-1200 | 665.0 | 4.10 | 378-650 | 2 | Se | L | Sil | 2.25 | 2.25 | 2.00 | 2.00 | .312 | .312 | .437 | .437 | 45 |
| 91 | Climax N4B | Tr, Ind | 4-5¾x6½ | 52.9 | 100-1200 | 675.0 | 4.30 | 463-650 | 4 | In | I | Sil | 2.25 | 2.25 | 2.00 | 2.00 | .500 | .500 | .562 | .562 | 45 |
| 92 | Climax R4I | Tr, Ind | 4-6x7 | 57.6 | 112-1200 | 792.0 | 4.20 | 550-700 | 2 | Se | I | Sil | 2.25 | 2.25 | 2.00 | 2.00 | .500 | .500 | .562 | .562 | 45 |
| 93 | Climax R4U | Tr, Ind | 4-6x7 | 57.6 | 97-1200 | 792.0 | 4.40 | 475-650 | 2 | Se | L | Sil | 2.75 | 2.75 | 2.50 | 2.50 | .375 | .375 | .625 | .625 | 45 |
| 94 | Climax R61 | Ind | 6-6x7 | 86.4 | 165-1200 | 1187.0 | 4.20 | 820-650 | 2 | Se | I | Sil | 2.25 | 2.25 | 2.00 | 2.00 | .500 | .500 | .562 | .562 | 45 |
| 95 | Climax R6U | Tr, Ind | 6-6x7 | 86.4 | 142-1200 | 1187.0 | 4.40 | 700-625 | 2 | Se | I | Sil | 2.75 | 2.75 | 2.50 | 2.50 | .375 | .375 | .625 | .625 | 45 |
| 96 | Climax R81 | Ind | 8-6x7 | 115.2 | 230-1200 | 1583.0 | 4.20 | 1140-650 | 2 | Se | I | Sil | 2.50 | 2.50 | 2.25 | 2.25 | .500 | .500 | .562 | .562 | 45 |
| 97 | Continental Y-4069 | C, Ind | 4-2½x3½ | 10.0 | 27-3400 | 68.7 | 6.50 | 49-1300 | 4 | In | L | XCR | 1.20 | 1.01 | 1.06 | .875 | .291 | .292 | .314 | .312 | (h) |

*For abbreviations see pages 242 and 243*

# COMMERCIAL VEHICLE ENGINES

| Front End Drive—Type | Pistons: Material | Pistons: Length (In.) | Pistons: Weight (with Pins, Rings and Bushing)—(Oz.) | Piston Pin—Diameter and Length (In.) | Number of Rings per Piston | Connecting Rods: Material | Connecting Rods: Center to Center Length (In.) | Connecting Rods: Weight—With Bushing and Cap (Oz.) | Crankshaft: Material | Crankshaft: Counterbalances Used | Crankshaft: Crank-pin Diameter and Length (In.) | Main Bearings: Number | Main Bearings: Diameter and Length (In.) Front | Main Bearings: Diameter and Length (In.) Rear | Oil Pressure To | Spark Plug: Recommended Make | Spark Plug: Thread Size | Carburetor: Make | Carburetor: Size | Adapted for Use of Kerosene or Distillate | Weight (Without Carburetor or Ignition)—Lb. | Overall Dimensions (In.): Width | Overall Dimensions (In.): Height | Overall Dimensions (In.): Length | Line Number |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| HG | CI | 3.68 | 40.0 | .813x2.87 | 3 | CS | 6½ | 32 | CS | N | 1.93x1.25 | 3 | 2.25x1.50 | 2.25x1.50 | aceg | CA | 14 mm. | Zen | ¾ | K-D | 360 | 16 5/16 | 23 3/16 | 26 27/32 | 1 |
| HG | CI | 4.43 | 61.0 | .989x3.50 | 4 | CS | 7½ | 42 | CS | N | 2.35x1.54 | 3 | 2.41x1.59 | 2.46x1.75 | abceg | CA | 14 mm. | Zen | 1 | K-D(5) | 425 | 19¾ | 31⅜ | 33⅝ | 2 |
| HG | CI | 5.25 | 80.0 | 1.31x4.06 | 4 | CS | 9½ | 92 | CS | N | 2.37x2.37 | 3 | 2.50x2.31 | 2.50x2.74 | abcdeg | CA | ⅞-18 | Zen | 1¼ | K-D(5) | 980 | 26 1/16 | 36 5/16 | 43¾ | 3 |
| HG | CI | 6.75 | 158.0 | 1.50x4.87 | 4 | CS | 13 | 176 | CS | N | 2.75x3.25 | 3 | 3.00x3.50 | 3.00x4.74 | abcdeg | CA | ⅞-18 | Zen | 1½ | K-D(5) | 1830 | 27 | 44⅞ | 57⅝ | 4 |
| HG | CI | 6.75 | 158.0 | 1.50x4.87 | 4 | CS | 13 | 176 | CS | N | 2.75x3.25 | 4 | 3.00x3.50 | 3.00x4.74 | abcdeg | CA | ⅞-18 | Zen | 1½ | K-D(5) | 2870 | 29 11/16 | 51¼ | 72 9/16 | 5 |
| HG | Ala | 4.87 | 36.0 | 1.12x3.18 | 4 | AS | 10¼ | 73 | CS‡ | N | 2.25x1.44 | 7 | 3.00x1.87 | 3.00x2.62 | abcdef | CH | 18 mm. | Str | 1½ | No | 1155 | 27¾ | 30¾ | 42¾ | 6 |
| HG | Ala | 4.87 | 43.0 | 1.12x3.43 | 4 | AS | 10¼ | 73 | CS‡ | N | 2.25x1.44 | 7 | 3.00x1.87 | 3.00x2.62 | abcdef | CH | ⅞-18 | Str | 1½ | No | 1165 | 27¾ | 30¾ | 42¾ | 7 |
| HG | Ala | 5.75 | 45.0 | 1.12x3.43 | 4 | AS | 10¼ | 88 | CS‡ | N | 2.50x1.58 | 7 | 3.25x1.87 | 3.25x2.87 | abcdef | CH | 18 mm. | Str | 1¾ | No | 1355 | 27¾ | 31¼ | 45½ | 8 |
| HG | Ala | 5.75 | 51.0 | 1.12x3.68 | 4 | AS | 10¼ | 88 | CS‡ | N | 2.50x1.58 | 7 | 3.25x1.87 | 3.25x2.87 | abcdef | CH | 18 mm. | Str | 1¾ | No | 1355 | 27¾ | 31¼ | 45½ | 9 |
| HG | Ala | 5.75 | 57.0 | 1.12x3.93 | 4 | AS | 10¼ | 88 | CS‡ | N | 2.50x1.58 | 7 | 3.25x1.87 | 3.25x2.87 | abcdef | CH | 18 mm. | Str | 1¾ | No | 1360 | 27¾ | 31¼ | 45½ | 10 |
| HG | Al | 2.62 | .... | .625x2.00 | 3 | AS | 7 | .... | CNS | Y | 1.37x1.25 | 2 | ball | roller | abcd | CA | .... | Til | ¾ | No | 130 | 13½ | 18 | 20 | 11 |
| HG | Al | 2.62 | .... | .625x2.00 | 3 | AS | 7 | .... | CNS | Y | 1.37x1.25 | 2 | ball | roller | bce | CH | .... | TZ | ¾ | No | 160 | 8¾ | 12 | 29 | 12 |
| SG | CI | 5.00 | .... | 1.17x4.00 | 4 | AS | 11 | .... | CNS | N | 2.50x2.00 | 3 | 2.12x4.25 | 2.12x2.25 | abcder | CA | .... | Str | 1¼ | K-D | 650 | 12 7/16 | 19½ | 53¾ | 13 |
| HG | SS | 5.00 | 72.0 | 1.17x4.00 | 5 | AS | 11 | 64 | NS | N | 2.50x2.50 | 3 | 2.50x4.25 | 2.50x3.50 | abcder | CA | .... | Str | 1¼ | K-D | 950 | 16 | 18 | 53 | 14 |
| SG | SS | 5.00 | 72.0 | 1.17x4.00 | 5 | AS | 11 | 64 | NS | N | 2.50x2.50 | 3 | 2.50x4.25 | 2.50x3.50 | abcde | CA | .... | Str | 1¼ | K-D | 650 | 21 | 29¾ | 37⅛ | 15 |
| HG | SS | 4.50 | 64.0 | 1.17x3.87 | 4 | CS | .... | .... | CNS | Y | 2.50x2.00 | 3 | 2.75x4.50 | 2.75x3.00 | abce | CA | .... | Str | 1½ | K-D | 800 | 25¾ | 33¾ | 49¼ | 16 |
| HG | SS | 4.50 | 64.0 | 1.17x3.87 | 4 | CS | .... | .... | CNS | Y | 2.50x2.00 | 3 | 2.75x4.50 | 2.75x3.00 | abcdeg | CA | .... | Str | 1½ | K-D | 750 | 19¾ | 24¾ | 65 | 17 |
| HG | SS | 4.50 | 76.0 | 1.25x3.87 | 5 | AS | 11 | .... | CNS | Y | 2.50x2.00 | 3 | 2.75x4.50 | 2.75x3.00 | abcdeg | CA | .... | Str | 1½ | D | 900 | 19¾ | 24¾ | 65 | 18 |
| HG | SS | 4.50 | 70.0 | 1.25x3.87 | 5 | AS | .... | .... | CNS | .... | 2.50x2.00 | 3 | 2.75x4.50 | 2.75x3.00 | abce | CA | .... | Str | 1½ | K-D | 875 | 25¾ | 33 | 49¼ | 19 |
| BG | SS | 5.00 | 72.0 | 1.37x4.00 | 5 | AS | 12 | 80 | CNS | N | 2.62x2.62 | 7 | 2.62x5.00 | 2.62x3.50 | abcde | CA | .... | Str | 1¾ | K-D | 1450 | 20 | 30 | 74 | 20 |
| BG | SS | 5.00 | 72.0 | 1.37x4.00 | 5 | AS | .... | .... | CNS | .... | 2.62x2.62 | 7 | 2.62x5.00 | 2.62x3.50 | abcde | CA | .... | Str | 1¾ | K-D | 1000 | 22 | 40 | 54 | 21 |
| SG | CI | 4.00 | 58.0 | .750x3.62 | 3 | CS | 9 | 60 | CS | Y | 1.37x2.00 | 2 | 1.37x2.50 | 1.37x2.50 | Splash | .... | ⅞-18 | Zen | 1 | D | 155 | 14 | 22½ | 21 | 22 |
| SG | CI | 4.00 | 58.0 | .750x3.62 | 3 | CS | 9 | 60 | CNS | Y | 1.37x2.00 | 2 | 1.50x3.00 | 1.50x3.00 | Splash | .... | ⅞-18 | Zen | 1¼ | D | 320 | 14 | 24 | 32 | 23 |
| HG | CI | 3.25 | 41.0 | .625x2.62 | 3 | CS | 9 | 47 | CS | N | 1.50x1.75 | 3 | 2.75x1.50 | 2.75x1.50 | abcd | .... | ⅞-18 | Zen | 1¼ | No | 397 | 17 | 22 | 35 | 24 |
| HG | Al | 3.50 | 50.0 | .750x3.18 | 3 | AS | 9 | 50 | CNS | N | 1.75x1.50 | 3 | 1.87x2.00 | 1.87x1.50 | abcd | .... | ⅞-18 | Zen | 1¼ | No | 460 | 20 | 22½ | 36 | 25 |
| HG | CI | 4.00 | 59.0 | 1.37x4.12 | 3 | AS | 9½ | 60 | CNS | N | 2.00x2.25 | 3 | 2.00x2.75 | 2.00x1.12 | abcde | .... | ⅞-18 | Zen | 1¼ | No | 950 | 20 | 28 | 53 | 26 |
| HG | CI | 4.00 | 61.0 | 1.25x4.25 | 3 | CS | 9⅝ | 60 | CS | N | 2.50x1.75 | 7 | 3.00x2.00 | 3.00x3.00 | abcd | .... | ⅞-18 | Zen | 1½ | No | 1650 | 18 | 31 | 62 | 27 |
| HG | SS | 3.75 | 42.0 | 1.12x3.22 | 4 | CS | 9½ | 42 | CS | N | 2.12x1.62 | 5 | 3.00x1.50 | 3.00x2.12 | abcde | AC | 18 mm. | Zen | 1¼ | No | 590 | 26 | 29 31/32 | 31 11/32 | 28 |
| HG | CI | 3.75 | 42.0 | 1.12x3.22 | 4 | CS | 9½ | 42 | CS | N | 2.12x1.62 | 5 | 3.00x1.50 | 3.00x2.12 | abcde | AC | 18 mm. | Zen | 1¼ | No | 590 | 25¾ | 31 1/16 | 38 9/32 | 29 |
| HG | SS | 3.75 | 42.0 | 1.12x3.22 | 4 | CS | 9½ | 42 | CS | N | 2.12x1.62 | 5 | 3.00x1.50 | 3.00x2.12 | abcder | AC | 18 mm. | Str | 1¼ | No | 770 | 23¼ | 31 1/16 | 43⅜ | 30 |
| HG | SS | 3.75 | 42.0 | 1.12x3.22 | 4 | CS | 9½ | 42 | CS | .... | 2.12x1.62 | 5 | 3.00x1.50 | 3.00x2.12 | abcder | AC | 18 mm. | Str | 1¼ | No | 830 | 23¼ | 31 1/16 | 51 5/32 | 31 |
| HG | CI | 5.00 | 65.0 | 1.50x3.31 | 4 | CS | 11¼ | 89 | CS | N | 2.00x2.25 | 3 | 1.87x2.87 | 2.12x3.44 | abcde | AC | ⅞-18 | Zen | 1¼ | No | 875 | 25¾ | 33¼ | 40 15/16 | 32 |
| HG | CI | 6.25 | 97.0 | 1.25x3.87 | 4 | CS | 13¼ | 122 | CS | N | 2.25x3.00 | 3 | 2.12x3.31 | 2.37x4.44 | abcde | AC | ⅞-18 | Zen | 1¼ | No | 1087 | 25¾ | 36 15/16 | 47½ | 33 |
| HG | CI | 6.12 | 111.0 | 1.43x4.11 | 4 | AS | 13¼ | 106 | CS | N | 2.50x2.87 | 3 | 2.50x3.00 | 2.50x4.50 | abcde | AC | ⅞-18 | Zen | 1½ | No | 1087 | 25¾ | 36 15/16 | 47½ | 34 |
| HG | CI | 6.75 | 142.0 | 1.37x4.37 | 4 | AS | 14⅝ | 163 | CS | N | 2.50x3.12 | 3 | 2.25x4.12 | 2.62x4.69 | abcde | AC | ⅞-18 | Zen | 1½ | No | 1409 | 28¾ | 40 7/16 | 52 7/16 | 35 |
| HG | CI | 6.75 | 144.0 | 1.37x4.87 | 4 | AS | 14⅝ | 163 | CS | N | 2.50x3.12 | 3 | 2.25x4.12 | 2.62x4.69 | abcde | AC | ⅞-18 | Zen | 1½ | No | 1430 | 28¾ | 40 7/16 | 52 7/16 | 36 |
| HG | CI | 6.87 | 172.0 | 2.00x4.87 | 4 | AS | 14⅝ | 252 | CS | N | 3.00x3.31 | 3 | 3.00x4.75 | 3.00x4.75 | abcde | AC | ⅞-18 | Zen | 1¾ | No | 1925 | 30 | 47 13/32 | 58 13/32 | 37 |
| HG | CI | 6.87 | 172.0 | 2.00x5.12 | 4 | AS | 14⅝ | 252 | CS | N | 3.00x3.31 | 3 | 3.00x4.75 | 3.00x4.75 | abcde | AC | ⅞-18 | Zen | 1¾ | No | 1925 | 30 | 44 13/32 | 58 13/32 | 38 |
| HG | CI | 6.87 | 199.5 | 2.00x5.33 | 4 | AS | 14⅝ | 227 | CS | N | 3.00x3.31 | 3 | 3.00x4.75 | 3.00x4.75 | abcde | AC | ⅞-18 | Zen | 1¾ | No | 1925 | 30 | 40 13/32 | 58 13/32 | 39 |
| HG | CI | 3.75 | 37.0 | 1.12x2.97 | 4 | CS | 9½ | 42 | CS | N | 2.12x1.62 | 7 | 3.00x1.50 | 3.00x2.12 | abcde | AC | 18 mm. | Zen | 1½ | No | 825 | 25¾ | 33 1/16 | 39 13/16 | 40 |
| HG | CI | 3.75 | 37.0 | 1.12x2.97 | 4 | CS | 9½ | 42 | CS | N | 2.12x1.62 | 7 | 3.00x1.50 | 3.00x2.12 | abcder | AC | 18 mm. | Str | 1½ | No | 990 | 22⅝ | 28 13/16 | 54 11/16 | 41 |
| HG | CI | 3.75 | 37.0 | 1.12x2.97 | 4 | CS | 9½ | 42 | CS | N | 2.12x1.62 | 7 | 3.00x1.50 | 3.00x2.12 | abcder | AC | 18 mm. | Str | 1½ | No | 1050 | 22⅝ | 28 13/16 | 60¾ | 42 |
| HG | CI | 3.75 | 42.0 | 1.12x3.25 | 4 | CS | 9½ | 42 | CS | N | 2.12x1.62 | 7 | 3.00x1.50 | 3.00x2.12 | abcde | AC | 18 mm. | Zen | 1½ | No | 825 | 25¾ | 33 1/16 | 39 13/16 | 43 |
| HG | Al | 3.75 | 42.0 | 1.12x3.25 | 4 | CS | 9½ | 42 | CS | N | 2.12x1.62 | 7 | 3.00x1.50 | 3.00x2.12 | abcde | AC | 18 mm. | Zen | 1½ | No | 885 | 25¾ | 33 1/16 | 39 13/16 | 44 |
| HG | Al | 3.75 | 42.0 | 1.12x3.25 | 4 | CS | 9½ | 42 | CS | N | 2.12x1.62 | 7 | 3.00x1.50 | 3.00x2.12 | abcder | AC | 18 mm. | Str | 1½ | No | .... | 22⅝ | 28 13/16 | 54 11/16 | 45 |
| HG | Al | 3.75 | 42.0 | 1.12x3.25 | 4 | CS | 9½ | 42 | CS | N | 2.12x1.62 | 7 | 3.00x1.50 | 3.00x2.12 | abcder | AC | 18 mm. | Str | 1½ | No | .... | 22⅝ | 28 13/16 | 60¾ | 46 |
| HG | CI | 4.37 | 63.5 | 1.25x3.47 | 4 | CS | 9½ | 58 | CS | N | 2.37x1.75 | 7 | 3.00x1.75 | 3.00x2.50 | abcde | AC | 18 mm. | Zen | 1¾ | No | 900 | 25¾ | 30 17/32 | 47 9/32 | 47 |
| HG | CI | 4.37 | .... | 1.25x3.47 | 4 | CS | 9½ | 58 | CS | N | 2.37x1.75 | 7 | 3.00x1.75 | 3.00x2.50 | abcde | AC | 18 mm. | Zen | 1¾ | No | 905 | 25¾ | 30 17/32 | 47 9/32 | 48 |
| HG | Al | 4.37 | .... | 1.25x3.82 | 4 | CS | 9½ | 58 | CS | N | 2.37x1.75 | 7 | 3.00x1.75 | 3.00x2.50 | abcde | AC | 18 mm. | Zen | 1¾ | No | 905 | 25¾ | 30 17/32 | 47 9/32 | 49 |
| HG | CI | 4.37 | 68.3 | 1.25x3.82 | 4 | CS | 9½ | 58 | CS | N | 2.37x1.75 | 7 | 3.00x1.75 | 3.00x2.50 | abcder | AC | 18 mm. | Str | 1¾ | No | 1320 | 24 13/16 | 29½ | 60 11/16 | 50 |
| HG | CI | 4.37 | 68.3 | 1.25x3.82 | 4 | CS | 9½ | 58 | CS | N | 2.37x1.75 | 7 | 3.00x1.75 | 3.00x2.50 | abcder | AC | 18 mm. | Str | 1¾ | No | 1450 | 24 13/16 | 29½ | 60 11/16 | 51 |
| HG | CI | 4.75 | 88.0 | 1.25x3.81 | 4 | CS | 11 | 66 | CS | N | 2.37x1.75 | 7 | 3.00x1.75 | 3.00x2.50 | abcde | AC | 18 mm. | Zen | 1¾ | No | 950 | 25¾ | 33 7/32 | 47 9/32 | 52 |
| HG | CI | 4.75 | 88.0 | 1.25x3.81 | 4 | CS | 11 | 66 | CS | N | 2.37x1.75 | 7 | 3.00x1.75 | 3.00x2.50 | abcder | AC | 18 mm. | Str | 1¾ | No | 1320 | 25 3/16 | 31 13/16 | 60 11/16 | 53 |
| HG | CI | 4.75 | 88.0 | 1.25x3.81 | 4 | CS | 11 | 66 | CS | N | 2.37x1.75 | 7 | 3.00x1.75 | 3.00x2.50 | abcder | AC | 18 mm. | Str | 1¾ | No | 1475 | 25 3/16 | 31 13/16 | 68⅞ | 54 |
| HG | Al | 4.75 | 88.0 | 1.25x3.81 | 5 | AS | 11 | 78 | CS | N | 2.37x1.75 | 7 | 3.00x1.75 | 3.00x2.50 | abcdeg | AC | 14 mm. | Zen | 1¾ | No | 1195 | 27 9/16 | 38 27/32 | 49⅜ | 55 |
| HG | CI | 6.12 | 94.0 | 1.62x4.00 | 4 | AS | 13¼ | 139 | CS | N | 3.00x2.25 | 4 | 3.00x2.25 | 3.00x3.69 | abcder | AC | 18 mm. | Zen | 1¾ | No | 1525 | 28¾ | 43 27/32 | 53 13/16 | 56 |
| HG | Al | 6.00 | .... | 1.75x4.15 | 5 | AS | 12½ | 164 | CS | N | 3.24x2.12 | 7 | 3.50x3.00 | 3.50x3.00 | abcdeg | AC | 18 mm. | Zen | 1¾ | No | 2150 | 31 17/32 | 49 9/16 | 57½ | 57 |
| HG | CI | 6.87 | 172.0 | 2.00x4.87 | 4 | AS | 15¼ | 239 | CS | Y | 3.50x3.31 | 4 | 3.50x4.75 | 3.50x4.75 | abcde | AC | ⅞-18 | Zen | 2 | No | 3700 | 28⅝ | 43 | 74 9/16 | 58 |
| HG | CI | 6.87 | 196.0 | 2.00x5.12 | 4 | AS | 15¼ | 239 | CS | Y | 3.50x3.31 | 4 | 3.50x4.75 | 3.50x4.75 | abcde | AC | ⅞-18 | Zen | 2 | No | 3700 | 28⅝ | 43 | 74 9/16 | 59 |
| HG | CI | 6.87 | 199.5 | 2.00x5.33 | 4 | AS | 15¼ | 239 | CS | Y | 3.50x3.31 | 4 | 3.50x4.75 | 3.50x4.75 | abcde | AC | ⅞-18 | Zen | 2 | No | 3700 | 28⅝ | 43 | 74 9/16 | 60 |
| HG | Ala | 9.31 | 262.7 | 2.75x5.53 | 5 | CS | 17¾ | 430 | CS | Y | 3.75x3.50 | 7 | 3.75x2.31 | 3.75x3.48 | abcdeg | AC | 18 mm. | Zen(2) | 2 | No | .... | 48 | 68 5/16 | 86 5/32 | 61 |
| HG | CI | 3.75 | 37.0 | 1.09x3.31 | 3 | CS | 10¼ | 50 | CS | N | 1.87x2.12 | 3 | 2.25x3.00 | 2.18x2.87 | Splash | AC | ⅞-18 | Zen | 1 | K | 720 | 22 | 28 | 53 | 62 |
| HG | Al | 6.12 | 132.0 | 1.50x5.62 | 5 | AS | 14 | 147 | CNS | N | 3.00x2.37 | 5 | 3.75x4.12 | 3.75x4.50 | abce | AC | ⅞-18 | Zen | 2 | No | 2500 | 24 | 46 | 78 | 63 |
| HG | Al | 6.12 | 132.0 | 1.50x5.62 | 5 | AS | 14 | 147 | CNS | N | 3.00x2.37 | 7 | 3.75x4.12 | 3.75x4.50 | abce | AC | ⅞-18 | Zen | 2 | No | 3000 | 24 | 46 | 94 | 64 |
| HG | Al | 6.12 | 132.0 | 1.50x5.62 | 5 | AS | 14 | 147 | CNS | N | 3.00x2.37 | 9 | 3.75x4.12 | 3.75x4.50 | abce | AC | ⅞-18 | Zen | 2½ | No | 4000 | 24 | 46 | 111 | 65 |
| HG | Al | 6.75 | 145.0 | 1.50x6.25 | 5 | AS | 14 | 147 | CNS | N | 3.00x2.37 | 5 | 3.75x4.12 | 3.75x4.50 | abce | AC | ⅞-18 | Zen | 2½ | No | 2700 | 24 | 46 | 78 | 66 |
| HG | Al | 6.75 | 145.0 | 1.50x6.25 | 5 | AS | 14 | 147 | CNS | N | 3.00x2.37 | 7 | 3.75x4.12 | 3.75x4.50 | abce | AC | ⅞-18 | Zen | 2½ | No | 3300 | 24 | 46 | 94 | 67 |
| HG | Al | 6.75 | 145.0 | 1.50x6.25 | 5 | AS | 14 | 147 | CNS | N | 3.00x2.37 | 7 | 3.75x4.12 | 3.75x4.50 | abce | AC | ⅞-18 | Zeb | 2½ | No | 4400 | 24 | 46 | 111 | 68 |
| HG | Al | 9.00 | 312.0 | 2.25x7.62 | 5 | AS | 21 | 186 | CNS | N | 4.25x4.00 | 5 | 5.00x7.00 | 5.00x7.00 | abce | AC | ⅞-18 | Zen | 3 | No | 7000 | 47 | 54 | 132 | 69 |
| HG | Al | 9.00 | 312.0 | 2.25x7.62 | 5 | AS | 21 | 186 | CNS | N | 4.25x4.00 | 7 | 5.00x7.00 | 5.00x7.00 | abce | AC | ⅞-18 | Zen | 3 | No | 11600 | 47 | 54 | 160 | 70 |
| HG | Al | 9.00 | 312.0 | 2.25x7.62 | 5 | AS | 21 | 186 | CNS | N | 4.25x4.00 | 9 | 5.00x7.00 | 5.00x7.00 | abce | AC | ⅞-18 | Zen | 3 | No | 15000 | 47 | 54 | 188 | 71 |
| BG | Al | 5.25 | .... | 1.25x4.23 | 4 | AS | 12 | .... | CNS | N | 2.37x2.50 | 7 | 2.62x.... | 2.62x.... | abcer | .... | 18 mm. | Zen | .... | No | 1700§ | 30 | 39 7/16 | 85¾ | 72 |
| SBG | Al | 3.12 | .... | 1.12x3.93 | 3 | AS | 10 | .... | CNS | N | 2.50x2.25 | 7 | 3.00x.... | 3.00x.... | abcer | .... | 18 mm. | Str | .... | No | 1235§ | 35½ | 31¾ | 86¾ | 73 |
| BG | Al | 5.50 | .... | 1.50x5.25 | 4 | AS | 10 15/16 | .... | CNS | N | 3.00x2.50 | 7 | 3.25x.... | 3.25x.... | abcer | BG | 18 mm. | Str | .... | No | 2350§ | 33⅞ | 39¼ | 97 | 74 |
| HG | CT | 4.17 | 22.7 | .875x3.15 | 3 | CS | 6 13/16 | 28.3 | CS | Y | 2.31x1.12 | 4 | 2.68x1.18 | 2.78x1.62 | acg* | AC | 14 mm. | Car | 1¼ | No | 516 | 20 9/16 | 29 9/16 | 38 29/32 | 75 |
| HG | CT | 4.17 | 24.9 | .875x3.15 | 3 | CS | 6 13/16 | 28.3 | CS | Y | 2.31x1.12 | 4 | 2.68x1.18 | 2.78x1.62 | acg* | AC | 14 mm. | Car | 1¼ | No | 529 | 20 9/16 | 29 9/16 | 38 29/32 | 76 |
| HG | Al | 3.06 | .... | .750x2.87 | 3 | AS | 6 9/16 | .... | CNS | N | 1.75x1.12 | 3 | 2.00x1.62 | 2.00x1.62 | ab | CH | 14 mm. | Zen | 1¼ | No | 456§ | 24⅛ | 23 1/16 | 31¾ | 77 |
| HG | Al | 3.50 | .... | .875x2.87 | 4 | AS | 7 | .... | CS | N | 2.00x1.25 | 7 | 2.50x1.93 | 2.50x1.37 | ab** | CH | 14 mm. | Zen | 1⅜ | No | 626§ | 24⅛ | 25¾ | 40 | 78 |
| HG | Al | 3.50 | .... | .875x2.87 | 4 | AS | 7 | .... | CS | N | 2.00x1.25 | 7 | 2.50x1.93 | 2.50x1.37 | ab** | CH | 14 mm. | Zen(3) | 1½ | No | 640§ | 24⅛ | 31 9/16 | 40 | 79 |
| HG | Al | 4.18 | .... | 1.00x3.18 | 4 | AS | 8 | .... | CS | N | 2.00x1.50 | 7 | 2.50x2.12 | 2.50x1.37 | ab | CH | 14 mm. | Zen | 1¾ | No | 844§ | 24⅛ | 27⅞ | 46 7/16 | 80 |
| HG | Al | 4.18 | .... | 1.00x3.18 | 4 | AS | 8 | .... | CS | N | 2.00x1.50 | 7 | 2.50x2.12 | 2.50x1.37 | ab | CH | 14 mm. | Zen(2) | 1½ | No | 825§ | 24⅛ | 27⅞ | 46 7/16 | 81 |
| HG | Al | 4.18 | .... | 1.00x3.50 | 4 | AS | 8 | .... | CS | N | 2.00x1.50 | 7 | 2.50x2.12 | 2.50x1.37 | ab | CH | 14 mm. | Zen | 1¾ | No | 850§ | 24⅛ | 27⅞ | 46 7/16 | 82 |
| HG | Al | 3.87 | 25.0 | .859x2.87 | 4 | AS | 8¾ | 33 | CS | Y | 2.12x1.37 | 4 | 2.50x1.87 | 2.50x1.62 | abcr | CH | 18 mm. | Zen | 1½ | No | 785§ | 24 | 25⅛ | 45 | 83 |
| HG | Al | 3.68 | 21.0 | .859x2.62 | 4 | AS | 7 15/16 | 31 | CS | Y | 1.93x1.25 | 4 | 2.25x1.87 | 2.25x1.68 | abcer | CH | 18 mm. | Zen | 1⅛ | No | 665§ | 24 | 23¼ | 43 | 84 |
| HG | Al | 3.87 | 23.0 | .859x2.75 | 4 | AS | 9 | 36 | CS | Y | 2.18x1.37 | 5 | 2.70x2.09 | 2.70x1.78 | abcr | CH | 18 mm. | Zen(2) | 1¼ | No | 990§ | 27 | 23¼ | 54 9/16 | 85 |
| HG | CI | 4.75 | 80.0 | 1.31x4.12 | 4 | CS | 10½ | 167 | CS | N | 2.37x2.12 | 3 | 2.37x2.37 | ....x2.37 | abcdeg | CH | ⅞-18 | Zen | 1¼ | D | 825 | 25¾ | 37 | 41¼ | 86 |
| HG | CI | 4.87 | 85.0 | 1.31x4.06 | 4 | CS | 10½ | 167 | CS | N | 2.37x2.12 | 3 | 2.37x2.37 | ....x2.37 | abcdeg | CH | ⅞-18 | Zen | 1¼ | D | 825 | 25¾ | 37 | 41¼ | 87 |
| HG | CI | 5.87 | 142.0 | 1.50x4.31 | 4 | CS | 11¾ | 139 | CS | N | 2.75x2.50 | 3 | 3.00x3.00 | ....x3.00 | abcdeg | CH | ⅞-18 | Zen | 1½ | D | 1350 | 28¾ | 43 | 47¾ | 88 |
| HG | CI | 6.75 | 162.0 | 1.48x4.75 | 4 | CS | 14 | 194 | CS | N | 3.00x3.00 | 3 | 3.25x3.25 | 3.25x.... | abceg | CH | ⅞-18 | Zen | 1¾ | D | 1800 | 30½ | 45½ | 53¼ | 89 |
| SG | CI | 7.00 | 168.0 | 1.50x5.18 | 4 | CS | 14 | 179 | CNS | N | 2.50x3.50 | 3 | 2.50x2.50 | ....x2.50 | abce | CH | ⅞-18 | Zen | 1¾ | No | 1550 | 26 | 43⅜ | 55⅝ | 90 |
| HG | CI | 6.75 | 189.0 | 1.48x5.25 | 4 | CS | 14 | 194 | CS | N | 3.00x3.00 | 3 | 3.25x3.25 | 3.25x.... | abceg | CH | ⅞-18 | Zen | 1¾ | D | 1800 | 20½ | 46 | 53¼ | 91 |
| HG | CI | 6.94 | 210.0 | 1.48x5.37 | 4 | AS | 16 | 244 | CNS | N | 3.00x3.50 | 3 | 3.25x3.25 | ....x3.25 | abceg | CH | ⅞-18 | Zen | 2 | K-D | 2300 | 31 3/16 | 49½ | 57 9/16 | 92 |
| HG | CI | 6.94 | 210.0 | 1.48x5.37 | 4 | AS | 16 | 244 | CNS | N | 3.00x3.50 | 3 | 3.25x3.25 | ....x3.25 | abceg | CH | ⅞-18 | Zen | 2 | K-D | 2000 | 31 3/16 | 49½ | 46¼ | 93 |
| HG | CI | 6.94 | 210.0 | 1.48x5.37 | 4 | AS | 16 | 244 | CNS | Y | 3.00x3.50 | 4 | 3.25x3.25 | 3.25x3.25 | abceg | CH | ⅞-18 | Zen(2) | 1¾ | D | 3200 | 29⅛ | 51⅜ | 73 15/16 | 94 |
| HG | CI | 6.94 | 210.0 | 1.48x5.37 | 4 | AS | 16 | 244 | CNS | Y | 3.00x3.50 | 4 | 3.25x3.25 | 3.25x3.25 | abce | CH | ⅞-18 | Zen | 2 | K-D | 2660 | 29⅛ | 46 3/16 | 73 15/16 | 95 |
| HG | CI | 6.94 | 210.0 | 1.48x5.37 | 4 | AS | 16 | 195 | CNS | N | 3.37x3.18 | 5 | 4.00x4.00 | 4.00x4.00 | abceg | CH | ⅞-18 | Zen(2) | 2 | D | 4500 | 35 5/16 | 56 13/16 | 97⅞ | 96 |
| HG | CT | 2.87 | .... | .703x2.06 | 3 | CS | 5¾ | .... | CS | N | 1.50x1.18 | 3 | 1.75x1.37 | 1.75x1.78 | abcet | .... | 18 mm. | .... | ⅞ | No | 305 | 26 | 22 15/16 | 25½ | 97 |

For abbreviations see pages 242 and 243

| Line Number | Make and Model | Designed for | Number of Cylinders Bore and Stroke (In.) | Rated Hp. (A.M.A.) | Maximum Brake Hp. at Specified R.P.M. | Piston Displacement (Cu. In.) | Compression Ratio | Maximum Torque at R.P.M. (Lb. Ft.) | No. of Cylinders Cast In One Piece | Crankcase—Upper Half Integral with Cylinders | Valves: Arrangement | Valves: Exhaust Head Material or S.A.E. No. | Valves: Max. Head Diameter (In.) Intake | Valves: Max. Head Diameter (In.) Exhaust | Valves: Min. Port Diameter (In.) Intake | Valves: Min. Port Diameter (In.) Exhaust | Valves: Lift (In.) Intake | Valves: Lift (In.) Exhaust | Valves: Stem Diameter (In.) Intake | Valves: Stem Diameter (In.) Exhaust | Valves: Seat Angle (Degrees) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | Continental Y-4091 | C, T, Tr, Ind | 4-2 7/8x3 1/2 | 13.2 | 36-3300 | 90.9 | 6.00 | 66-1300 | 4 | In | L | XCR | 1.20 | 1.01 | 1.06 | .875 | .291 | .292 | .314 | .312 | (h) |
| 2 | Continental F-4124 | C, T, Tr, Ind | 4-3x4 3/8 | 14.4 | 47.5-3300 | 123.7 | 6.00 | 94-1600 | 4 | In | L | XCR | 1.51 | 1.32 | 1.37 | 1.18 | .281 | .280 | .341 | .339 | (h) |
| 3 | Continental F-4140 | C, T, Tr, Ind | 4-3 3/16x4 3/8 | 16.3 | 52-3250 | 139.6 | 6.00 | 106-1600 | 4 | In | L | XCR | 1.51 | 1.32 | 1.37 | 1.18 | .281 | .280 | .341 | .339 | (h) |
| 4 | Continental F-4162 | C, T, Tr, Ind | 4-3 7/16x4 3/8 | 18.9 | 58.5-3300 | 162.4 | 5.76 | 122-1600 | 4 | In | L | XCR | 1.51 | 1.32 | 1.37 | 1.18 | .281 | .280 | .341 | .339 | (h) |
| 5 | Continental OS-6202 | T, Tr, Ind | 6-3 1/8x4 3/8 | 23.4 | 70-3200 | 201.3 | 6.46 | 152-1200 | 6(1) | In | I | Sil | 1.54 | 1.20 | 1.37 | 1.06 | .390 | .390 | .373 | .371 | (h) |
| 6 | Continental F-6170 | C, T, Ind | 6-3x4 | 21.6 | 65-3500 | 169.6 | 6.60 | 124-1200 | 6 | In | L | XCR | 1.51 | 1.32 | 1.37 | 1.18 | .284 | .284 | .341 | .339 | (h) |
| 7 | Continental F-6199 | C, T, Ind | 6-3 1/4x4 | 25.4 | 68.5-3400 | 199.1 | 6.00 | 150-1200 | 6 | In | L | XCR | 1.51 | 1.32 | 1.37 | 1.18 | .284 | .284 | .341 | .339 | (h) |
| 8 | Continental F-6209 | C, T, Ind | 6-3 3/16x4 3/8 | 24.4 | 71-3100 | 209.5 | 5.75 | 154-1200 | 6 | In | L | XCR | 1.51 | 1.32 | 1.37 | 1.18 | .284 | .284 | .341 | .339 | (h) |
| 9 | Continental F-6218 | C, T, Ta, Ind | 6-3 1/4x4 3/8 | 25.4 | 73.5-3100 | 217.8 | ... | 161-1250 | 6 | In | L | XCR | 1.51 | 1.32 | 1.37 | 1.18 | .284 | .284 | .341 | .339 | (h) |
| 10 | Continental A-6244 | C, T, B, Ta, Ind | 6-3 7/16x4 3/8 | 28.3 | 83.5-3000 | 243.6 | 5.40 | 178-1200 | 6 | In | L | XCR | 1.57 | 1.42 | 1.43 | 1.31 | .311 | .311 | .339 | .338 | (h) |
| 11 | Continental M-6271 | T, B, Tr, Ind | 6-3 5/8x4 3/8 | 31.5 | 85-2800 | 270.9 | 5.70 | 190-1200 | 6 | In | L | XCR | 1.76 | 1.51 | 1.62 | 1.37 | .354 | .354 | .404 | .402 | (h) |
| 12 | Continental M-6290 | T, B, Ind | 6-3 3/4x4 3/8 | 33.7 | 88-2750 | 289.9 | 5.70 | 205-1200 | 6 | In | L | XCR | 1.76 | 1.51 | 1.62 | 1.37 | .354 | .354 | .404 | .402 | (h) |
| 13 | Continental M-6330 | T, B, Ind | 6-4x4 3/8 | 38.4 | 98.5-2750 | 329.9 | 5.50 | 233-1200 | 6 | In | L | XCR | 1.76 | 1.51 | 1.62 | 1.37 | .354 | .354 | .404 | .402 | (h) |
| 14 | Continental E-600 | T, B, Ind | 6-3 11/16x4 1/2 | 32.6 | 78-2650 | 288.3 | 5.43 | 192-900 | 6 | In | L | XCR | 2.06 | 1.87 | 1.81 | 1.62 | .406 | .378 | .434 | .432 | 30 |
| 15 | Continental E-601 | T, B, Ind | 6-3 7/8x4 1/2 | 36.0 | 86-2600 | 318.4 | 5.48 | 214-900 | 6 | In | L | XCR | 2.06 | 1.87 | 1.81 | 1.62 | .406 | .378 | .434 | .432 | 30 |
| 16 | Continental E-602 | T, B, Ind | 6-4 1/8x4 1/2 | 40.8 | 95.5-2550 | 360.8 | 5.40 | 252-900 | 6 | In | L | XCR | 2.06 | 1.87 | 1.81 | 1.62 | .406 | .378 | .434 | .432 | 30 |
| 17 | Continental E-603 | T, B, Ind | 6-4 1/4x4 1/2 | 43.3 | 98-2400 | 383.0 | 5.29 | 265-1000 | 6 | In | L | XCR | 2.06 | 1.87 | 1.81 | 1.62 | .406 | .378 | .434 | .432 | 30 |
| 18 | Continental 20R | T, B, Ind | 6-4 1/8x4 3/4 | 40.8 | 106-2600 | 380.9 | 4.75 | 276-1200 | 6 | In | I | AUS | 2.06 | 1.87 | 1.81 | 1.62 | .420 | .420 | .434 | .433 | 30 |
| 19 | Continental 21R | T, B, Ind | 6-4 3/8x4 3/4 | 45.9 | 118-2550 | 428.4 | 4.63 | 308-1200 | 6 | In | I | AUS | 2.06 | 1.87 | 1.81 | 1.62 | .420 | .420 | .434 | .433 | 30 |
| 20 | Continental 22R | T, B, Ind | 6-4 1/2x5 1/4 | 48.6 | 138-2400 | 501.0 | 4.50 | 364-1200 | 6 | In | I | AUS | 2.06 | 1.87 | 1.81 | 1.62 | .420 | .420 | .434 | .433 | 30 |
| 21 | Dodge TD | T | 6-3 1/4x4 3/8 | 25.3 | 77-3000 | 217.7 | 6.50 | 158-1200 | 6 | In | L | Sil | 1.46 | 1.46 | 1.31 | 1.31 | .312 | .312 | .340 | .340 | 45 |
| 22 | Dodge TE | T | 6-3 3/8x4 1/16 | 27.3 | 73-3000 | 218.0 | 5.80 | 150-1200 | 6 | In | L | Sil | 1.65 | 1.53 | 1.50 | 1.37 | .343 | .343 | .340 | .340 | 45 |
| 23 | Dodge TF | T | 6-3 3/8x4 1/4 | 27.3 | 78-3000 | 228.1 | 5.80 | 158-1200 | 6 | In | L | Sil | 1.65 | 1.53 | 1.50 | 1.37 | .343 | .343 | .340 | .340 | 45 |
| 24 | Dodge TG-TH | T | 6-3 3/8x4 1/2 | 27.3 | 85-3000 | 241.5 | 5.60 | 175-1200 | 6 | In | L | Tun | 1.65 | 1.53 | 1.50 | 1.37 | .343 | .343 | .340 | .340 | 45 |
| 25 | Dodge TL-TK | T | 6-3 3/4x5 | 33.7 | 100-2800 | 331.3 | 5.20 | 230-800 | 6 | In | L | Tun | 1.93 | 1.75 | 1.78 | 1.59 | .312 | .312 | .371 | .371 | 45 |
| 26 | Elco F-42 | M | 4-5x6 | ... | 90-1600 | 471.0 | 5.00 | 325-1050 | 2 | Se | F | Sil | 2.50 | 2.50 | 2.25 | 2.25 | .303 | .350 | .437 | .437 | 45 |
| 27 | Elco F-62 | M | 6-5x6 | ... | 145-1600 | 707.0 | 5.00 | 490-1050 | 2 | Se | F | Sil | 2.50 | 2.50 | 2.25 | 2.25 | .303 | .350 | .437 | .437 | 45 |
| 28 | Fay & Bowen Go Best LN-403 | M | 4-3x4 | ... | 20-1800 | 113.0 | ... | ... | 4 | In | L | CNS | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 29 | Fay & Bowen LC-41 | M | 4-3 1/2x4 1/2 | ... | 27-1600 | 173.0 | ... | ... | 4 | In | L | CNS | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 30 | Fay & Bowen Rocket | M | 4-2 7/8x3 1/2 | ... | 35-3200 | 90.0 | ... | ... | 4 | Se | I | CNS | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 31 | Fay & Bowen LN-43 | M | 4-4 3/4x5 1/2 | ... | 40-1000 | 389.8 | ... | ... | 4 | Se | L | CNS | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 32 | Fay & Bowen LC-61 | M | 6-3 1/2x4 1/2 | ... | 55-2000 | 257.7 | ... | ... | 6 | In | L | CNS | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 33 | Fay & Bowen LNS-43 | M | 4-4 3/4x5 1/2 | ... | 60-1400 | 398.8 | ... | ... | 4 | Se | L | CNS | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 34 | Fay & Bowen Challenger | M | 6-3 3/8x4 | ... | 60-2800 | 215.0 | ... | ... | 6 | In | L | CNS | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 35 | Fay & Bowen B | M | 6-3 3/4x5 | ... | 70-2200 | 331.5 | ... | ... | 6 | In | L | CNS | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 36 | Fay & Bowen Conqueror | M | 6-4 1/2x4 3/4 | ... | 100-2100 | 453.0 | ... | ... | 3 | Se | L | CNS | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 37 | Ford 60HP | C, T | 8-2.60x3.20 | 21.6 | 60-3500 | 136.0 | 6.60 | 94-2500 | 8 | In | L | CNS | 1.28 | 1.28 | ... | ... | .251 | .251 | .279 | .279 | 45 |
| 38 | Ford 85HP | C, T, B | 8-3.06x3.75 | 30.0 | 85-3800 | 221.0 | 6.15 | 150-2000 | 8 | In | L | CNS | 1.53 | 1.53 | ... | ... | .292 | .292 | .311 | .311 | 45 |
| 39 | Ford 95HP | C, T | 8-3.18x3.75 | 32.5 | 95-3600 | 239.0 | 6.15 | 170-2100 | 8 | In | L | CNS | 1.53 | 1.53 | ... | ... | .292 | .292 | .311 | .311 | 45 |
| 40 | Franklin 6AH-377 | T, B, Tr, Ind | 6-4x5 | 38.4 | 104-2500 | 377.0 | 4.90 | 250-1500 | 1 | Se | I | CNS | 1.75 | 1.43 | 1.62 | 1.31 | .375 | .375 | .375 | .375 | 30 |
| 41 | Franklin 6A-377 | T, B, Tr, Ind | 6-4x5 | 38.4 | 104-2500 | 377.0 | 4.90 | 250-1500 | 1 | Se | I | CNS | 1.75 | 1.43 | 1.62 | 1.31 | .375 | .375 | .375 | .375 | 30 |
| 42 | Franklin 6AH-400 | T, B, Tr, Ind | 6-4 1/8x5 | 40.8 | 110-2500 | 400.0 | 5.00 | 268-1500 | 1 | Se | I | CNS | 1.75 | 1.43 | 1.62 | 1.31 | .375 | .375 | .375 | .375 | 30 |
| 43 | Franklin 6A-400 | T, B, Tr, Ind | 6-4 1/8x5 | 40.8 | 110-2500 | 400.0 | 5.00 | 268-1500 | 1 | Se | I | CNS | 1.75 | 1.43 | 1.62 | 1.31 | .375 | .375 | .375 | .375 | 30 |
| 44 | Franklin 4CHO-150 | T, Tr | 4-3 5/8x3 5/8 | ... | 43-3000 | 150.0 | 5.50 | 100-1200 | 1 | Se | I | CNS | 1.66 | 1.51 | 1.50 | 1.40 | .375 | .375 | .375 | .375 | 30 |
| 45 | G. M. C. 228 | T | 6-3 9/16x3 13/16 | 30.4 | 78-3000 | 228.0 | 6.15 | 178-1000 | 6 | In | I | Sil | 1.64 | 1.46 | 1.25 | 1.15 | .289 | .307 | .343 | .343 | 30 |
| 46 | G. M. C. 248 | T | 6-3 23/32x3 13/16 | 33.1 | 89-3000 | 248.5 | 6.15 | 195-1100 | 6 | In | I | Sil | 1.64 | 1.46 | 1.25 | 1.15 | .289 | .307 | .343 | .343 | 30 |
| 47 | G. M. C. 278 | T | 6-3 5/8x4 1/2 | 31.5 | 100-2900 | 278.6 | 6.00 | 223-1200 | 6 | Se | I | CHS | 1.81 | 1.56 | 1.43 | 1.37 | .333 | .333 | .375 | .375 | 45 |
| 48 | G. M. C. 308 | T, B | 6-3 13/16x4 1/2 | 33.8 | 110-2800 | 308.2 | 6.00 | 240-1200 | 6 | Se | I | CHS | 1.81 | 1.56 | 1.43 | 1.37 | .333 | .333 | .375 | .375 | 45 |
| 49 | G. M. C. 361 | T | 6-4 1/8x4 1/2 | 40.8 | 122-2800 | 360.8 | 6.00 | 278- 800 | 6 | Se | I | CHS | 1.93 | 1.71 | 1.50 | 1.50 | .406 | .406 | .375 | .375 | (h) |
| 50 | G. M. C. 426 | T | 6-4 1/4x5 | 43.3 | 145-2700 | 425.5 | 6.00 | 340-1100 | 6 | Se | I | CHS | 1.93 | 1.71 | 1.50 | 1.50 | .406 | .406 | .375 | .375 | (h) |
| 51 | G. M. C. 451 | T | 6-4 3/8x5 | 45.9 | 149-2600 | 450.9 | 6.00 | 368-1200 | 6 | Se | I | CHS | 1.93 | 1.71 | 1.50 | 1.50 | .406 | .406 | .375 | .375 | (h) |
| 52 | G. M. C. 479 | B | 6-4 5/8x4 3/4 | 51.3 | 141-2600 | 478.8 | 5.50 | 360- 800 | 6 | Se | I | CHS | 2.12 | 1.93 | 1.65 | 1.62 | .406 | .406 | .437 | .437 | 30 |
| 53 | G. M. C. 529 | B | 6-4 5/8x5 1/4 | 51.3 | 159-2500 | 529.2 | 5.50 | 405-1200 | 6 | Se | I | CHS | 2.12 | 1.93 | 1.65 | 1.62 | .406 | .406 | .437 | .437 | 30 |
| 54 | G. M. C. 707 | B | 6-5x6 | 60.0 | 175-2100 | 706.8 | 4.83 | 540-1200 | 6 | Se | I | CHS | 2.43 | 2.16 | 1.75 | 1.75 | .413 | .413 | .437 | .500 | 30 |
| 55 | Gray Sea Scout-4 | M | 4-2 1/2x3 1/2 | ... | 16-1800 | 69.0 | 5.30 | ... | 4 | In | L | XRC | 1.20 | 1.01 | 1.06 | .875 | .245 | .246 | .314 | .312 | (h) |
| 56 | Gray Four-22 | M | 4-2 7/8x3 1/2 | ... | 37-3000 | 91.0 | 6.00 | ... | 4 | In | L | XRC | 1.20 | 1.01 | 1.06 | .875 | .246 | .246 | .314 | .312 | (h) |
| 57 | Gray Phantom 4-45 | M | 4-2 7/8x3 1/2 | ... | 45-3600 | 91.0 | 7.00 | ... | 4 | In | L | XRC | 1.20 | 1.01 | 1.06 | .875 | .246 | .246 | .314 | .312 | (h) |
| 58 | Gray Four-40 | M | 4-3 3/16x4 3/8 | ... | 48-3000 | 140.0 | 5.85 | ... | 4 | In | L | XCR | 1.51 | 1.32 | 1.37 | 1.18 | .281 | .280 | .341 | .339 | (h) |
| 59 | Gray Phantom 4-62 | M | 4-3 3/16x4 3/8 | ... | 62-3600 | 140.0 | 6.43 | ... | 4 | In | L | XCR | 1.51 | 1.32 | 1.37 | 1.18 | .330 | .330 | .341 | .339 | (h) |
| 60 | Gray Four-52 | M | 4-3 7/16x4 3/8 | ... | 57-2600 | 162.0 | 6.00 | ... | 4 | In | L | XCR | 1.51 | 1.32 | 1.37 | 1.18 | .281 | .280 | .341 | .339 | (h) |
| 61 | Gray Phantom 4-75 | M | 4-3 7/16x4 3/8 | ... | 75-3600 | 162.0 | 7.00 | ... | 4 | In | L | XCR | 1.51 | 1.32 | 1.37 | 1.18 | .330 | .330 | .341 | .339 | (h) |
| 62 | Gray Six-51 | M | 6-3 1/4x4 | ... | 73-3200 | 199.1 | 5.50 | ... | 6 | In | L | XRC | 1.51 | 1.32 | 1.37 | 1.18 | .284 | .284 | .341 | .339 | (h) |
| 63 | Gray Six-71 | M | 6-3 1/4x4 3/8 | ... | 83-3200 | 218.0 | 6.00 | ... | 6 | In | L | XRC | 1.51 | 1.32 | 1.37 | 1.18 | .284 | .284 | .341 | .339 | (h) |
| 64 | Gray Phantom 6-90 | M | 6-3 1/4x4 3/8 | ... | 90-3600 | 218.0 | 7.00 | ... | 6 | In | L | XRC | 1.51 | 1.32 | 1.37 | 1.18 | .284 | .284 | .341 | .339 | (h) |
| 65 | Gray Phantom 6-103 | M | 6-3 1/4x4 3/8 | ... | 103-3600 | 218.0 | 7.00 | ... | 6 | In | L | XCR | 1.51 | 1.32 | 1.37 | 1.18 | .284 | .284 | .341 | .339 | (h) |
| 66 | Gray Six-91 | M | 6-3 7/16x4 3/8 | ... | 100-3000 | 244.0 | 6.72 | ... | 6 | In | L | Sil | 1.56 | 1.42 | 1.43 | 1.37 | .312 | .312 | .339 | .338 | (h) |
| 67 | Gray Super-6 | M | 6-3 7/16x4 3/8 | ... | 117-3200 | 244.0 | 6.72 | ... | 6 | In | L | Sil | 1.56 | 1.42 | 1.43 | 1.37 | .312 | .312 | .339 | .338 | (h) |
| 68 | Gray Phantom 6-125 | M | 6-3 7/16x4 3/8 | ... | 125-3600 | 244.0 | 6.72 | ... | 6 | In | L | Sil | 1.56 | 1.42 | 1.43 | 1.37 | .312 | .312 | .339 | .338 | (h) |
| 69 | Gray Fireball 6-140 | M | 6-3 7/16x4 3/8 | ... | 140-4000 | 244.0 | ... | ... | 6 | In | L | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 70 | Gray Fireball 6-150 | M | 6-3 7/16x4 3/8 | ... | 150-4000 | 244.0 | ... | ... | 6 | In | L | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 71 | Gray Fireball 6-160 | M | 6-3 7/16x4 3/8 | ... | 160-4000 | 244.0 | ... | ... | 6 | In | L | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 72 | Gray Six-101 | M | 6-3 3/4x4 3/8 | ... | 101-3000 | 290.0 | 6.25 | ... | 6 | In | L | XCR | 1.76 | 1.51 | 1.62 | 1.37 | .375 | .375 | .404 | .402 | (h) |
| 73 | Gray Six-121 | M | 6-4x4 3/8 | ... | 111-3000 | 330.0 | 6.05 | ... | 6 | In | L | XCR | 1.76 | 1.51 | 1.62 | 1.37 | .375 | .375 | .404 | .402 | (h) |
| 74 | Gray Six-105 | M | 6-4 1/4x4 1/2 | ... | ... | 383.0 | 5.29 | ... | 6 | In | L | Sil | 2.06 | 1.87 | 1.81 | 1.62 | .406 | .378 | .434 | .432 | 30 |
| 75 | Gray Eight-135 | M | 8-3 7/16x4 1/2 | ... | 135-3200 | 334.0 | 6.75 | ... | 8 | In | L | Sil | 1.56 | 1.42 | 1.50 | 1.37 | .312 | .312 | .339 | .338 | (h) |
| 76 | Gray Eight-160 | M | 8-3 5/8x4 1/2 | ... | 160-3200 | 372.0 | 6.25 | ... | 8 | In | L | Sil | 1.56 | 1.42 | 1.50 | 1.37 | .312 | .312 | .339 | .338 | (h) |
| 77 | Gray Phantom 8-175 | M | 8-... | ... | 175-3600 | 372.0 | 6.62 | ... | 8 | In | L | Sil | 1.56 | 1.42 | 1.50 | 1.37 | .312 | .312 | .339 | .338 | (h) |
| 78 | Hall-Scott 165 | T, B, Ind | 4-4 1/4x5 1/2 | 28.9 | 72-2000 | 312.0 | 4.80 | 212-1000 | 4 | Se | I | Spec | 2.13 | 2.25 | 1.93 | 1.89 | .343 | .343 | .435 | .435 | 45 |
| 79 | Hall-Scott Fisher Jr. 178-179 | M | 4-4 1/4x5 1/2 | ... | 70-1800 | 312.0 | 4.03 | 213-1300 | 4 | Se | I | Sil | 2.13 | 2.13 | 1.93 | 1.93 | .343 | .343 | .435 | .435 | 45 |
| 80 | Hall-Scott 167 | T, B, Ind | 4-4 3/4x5 1/2 | 36.1 | 80-2000 | 390.0 | 4.84 | 265-1000 | 4 | Se | I | Spec | 2.25 | 2.38 | 2.06 | 2.03 | .343 | .343 | .435 | .435 | 45 |
| 81 | Hall-Scott (H) 95 | T, B | 6-4x5 | 38.4 | 95-2400 | 377.0 | 5.40 | 255-1000 | W | In | I | AESW | 2.03 | 1.91 | 1.87 | 1.65 | .421 | .421 | .435 | .434 | 30 |
| 82 | Hall-Scott 147 | T, B | 6-4x5 | 38.4 | 93-2200 | 377.0 | 4.90 | 247-1000 | 6 | Se | I | Sil | 2.13 | 2.13 | 1.92 | 1.92 | .312 | .312 | .435 | .435 | 45 |
| 83 | Hall-Scott (H) 130 | T, B | 6-4 1/4x5 | 43.3 | 124-2800 | 425.6 | 4.96 | 310-1000 | W | In | I | AESW | 2.28 | 2.16 | 2.12 | 1.90 | .421 | .421 | .435 | .435 | 30 |
| 84 | Hall-Scott Navigator I 116-117 | M | 6-4 1/4x5 1/2 | ... | 103-1800 | 468.0 | 4.74 | 333-1200 | 6 | Se | I | Spec | 2.25 | 2.25 | 1.93 | 1.93 | .312 | .312 | .435 | .435 | 45 |
| 85 | Hall-Scott 160 | T, B | 6-4 1/4x5 1/2 | 43.3 | 117-2200 | 468.0 | 4.42 | 324-1200 | 6 | Se | I | Spec | 2.25 | 2.38 | 2.06 | 2.06 | .343 | .343 | .435 | .435 | 45 |
| 86 | Hall-Scott 160-1 | T, B | 6-4 1/4x5 1/2 | 43.3 | 108-2200 | 468.0 | 4.70 | 310-1200 | 6 | Se | I | Spec | 2.13 | 2.13 | 1.92 | 1.92 | .312 | .312 | .435 | .435 | 45 |
| 87 | Hall-Scott Navigator II 163-164 | M | 6-4 1/4x5 1/2 | ... | 107-2000 | 468.0 | 4.43 | 319-1200 | 6 | Se | I | AESW | 2.25 | 2.38 | 2.04 | 2.04 | .328 | .328 | .435 | .435 | 45 |
| 88 | Hall-Scott (H) 135 | T, B | 6-4 1/2x5 | 48.6 | 140-2800 | 477.1 | 5.03 | 330-1200 | W | In | I | AESW | 2.28 | 2.16 | 2.12 | 1.90 | .421 | .421 | .435 | .434 | 30 |
| 89 | Hall-Scott Explorer 132-33, 157-58 | M | 6-5x7 | ... | 190-1800 | 824.7 | 4.85 | 593-1400 | 6 | Se | I | AESW | 2.73 | 2.73 | 2.50 | 2.50 | .435 | .435 | .406 | .406 | 30 |
| 90 | Hall-Scott 175-1 | T, B, FA | 6-5x6 | 60.0 | 186-2000 | 706.8 | 5.00 | 570-1000 | 6 | Se | I | AESW | 2.50 | 2.50 | 2.31 | 2.31 | .406 | .343 | .435 | .435 | (h) |
| 91 | Hall-Scott (H) 180 | T, B | 6-5x6 | 60.0 | 181-2100 | 706.8 | 4.90 | 492-1200 | W | In | I | AESW | 2.62 | 2.37 | 2.37 | 1.99 | .482 | .482 | .497 | .528 | 30 |
| 92 | Hall-Scott 176 | T, B, FA | 6-5 1/4x6 | 66.1 | 191-1800 | 779.3 | 5.02 | 630-1000 | 6 | Se | I | AESW | 2.50 | 2.50 | 2.31 | 2.31 | .406 | .343 | .435 | .435 | (h) |
| 93 | Hall-Scott (H) 190 | T, B, RC | 6-5 1/4x6 | 66.1 | 200-2000 | 779.3 | 5.00 | 570-1200 | W | In | I | AESW | 2.87 | 2.62 | 2.62 | 2.24 | .482 | .497 | .497 | .458 | 30 |
| 94 | Hall-Scott 177 | T, B, FA | 6-5 1/2x6 | 72.6 | 203-1800 | 855.2 | 5.00 | 690-1100 | 6 | Se | I | AESW | 2.50 | 2.50 | 2.31 | 2.31 | .406 | .343 | .435 | .435 | (h) |
| 95 | Hall-Scott Invader 168-169 | M | 6-5 1/2x7 | ... | 265-2100 | 997.8 | 4.95 | 754-1400 | 6 | In | I | AESW | 2.87 | 2.87 | 2.62 | 2.62 | .482 | .482 | .497 | .528 | 30 |
| 96 | Hall-Scott 230-231 | M, Ind | 6-5 1/2x7 | 72.6 | 245-1800 | 997.8 | 4.90 | 745-1400 | 6 | In | I | AESW | 2.73 | 2.73 | 2.50 | 2.50 | .406 | .406 | .435 | .435 | 30 |
| 97 | Hall-Scott Defender 1268-1269 | M | 12-5 1/2x7 | ... | 600-2100 | 1995.7 | 5.80 | 1548-1400 | 6 | Se | I | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 98 | Hercules BXB | Tr, M | 2-2 7/8x3 | 6.6 | 10.1-2300 | 39.0 | 6.00 | 28-1200 | 2 | In | L | Sil | 1.23 | 1.10 | 1.00 | .875 | .200 | .200 | .250 | .250 | 30 |

For abbreviations see pages 242 and 243

# COMMERCIAL VEHICLE ENGINES—*continued*

| Front End Drive—Type | Pistons: Material | Pistons: Length (In.) | Pistons: Weight (with Pins, Rings and Bushing)—(Oz.) | Pistons: Piston Pin—Diameter and Length (In.) | Number of Rings per Piston | Connecting Rods: Material | Connecting Rods: Center to Center Length (In.) | Connecting Rods: Weight—With Bushing and Cap (Oz.) | Crankshaft: Material | Crankshaft: Counterbalances Used | Crankshaft: Crank-pin Diameter and Length (In.) | Crankshaft: Main Bearings Number | Main Bearings Diameter and Length (In.): Front | Main Bearings Diameter and Length (In.): Rear | Oil Pressure To | Spark Plug: Recommended Make | Spark Plug: Thread Size | Carburetor: Make | Carburetor: Size | Adapted for Use of Kerosene or Distillate | Weight (Without Carburetor or Ignition)—Lb. | Overall Dimensions (In.): Width | Overall Dimensions (In.): Height | Overall Dimensions (In.): Length | Line Number |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| HG | CT | 2.87 | | .703x2.43 | 3 | CS | 5¾ | | CS | N | 1.50x1.18 | 3 | 1.75x1.37 | 1.75x1.78 | abcet | | 18 mm. | | ⅞ | No | 310 | 26 | 22 15/16 | 25½ | 1 |
| HG | CT | 3.56 | | .859x2.68 | 4 | CS | 7 | | CS | N | 1.93x1.31 | 3 | 2.25x1.18 | 2.25x1.89 | abcet | | 18 mm. | | 1¼ | No | 400 | 26 | 26 11/32 | 29 7/16 | 2 |
| HG | CT | 3.56 | | .859x2.68 | 4 | CS | 7 | | CS | N | 1.93x1.31 | 3 | 2.25x1.18 | 2.25x1.89 | abcet | | 18 mm. | | 1¼ | No | 405 | 26 | 26 11/32 | 29 7/16 | 3 |
| HG | CT | 3.56 | | .859x2.68 | 4 | CS | 7 | | CS | N | 1.93x1.31 | 3 | 2.25x1.18 | 2.25x1.89 | abcet | | 18 mm. | | 1¼ | No | 410 | 26 | 26 11/32 | 29 7/16 | 4 |
| HG | CI | 3.56 | | .859x2.62 | 4 | CS | 7 | | CS | N | 1.93x1.31 | 4 | 2.25x1.21 | 2.25x1.81 | abg | | 18 mm. | | 1¼ | K-D | | 26 | 31 | 36 9/32 | 5 |
| Ch | CT | 3.75 | | .859x2.49 | 4 | CS | 7 | | CS | Y | 1.93x1.31 | 4 | 2.25x1.21 | 2.25x1.81 | abcet | | 18 mm. | | 1¼ | No | 481 | 26 | 27¼ | 36 11/32 | 6 |
| Ch | CT | 3.75 | | .859x2.68 | 4 | CS | 7 | | CS | Y | 1.93x1.31 | 4 | 2.25x1.21 | 2.25x1.81 | abcet | | 18 mm. | | 1¼ | No | 491 | 26 | 27¼ | 36 11/32 | 7 |
| Ch | CT | 3.56 | | .859x2.68 | 4 | CS | 7 | | CS | Y | 1.93x1.31 | 4 | 2.25x1.21 | 2.25x1.81 | abcet | | 18 mm. | | 1¼ | No | 506 | 26 | 27¼ | 36 11/32 | 8 |
| Ch | CT | 3.56 | | .859x2.68 | 4 | CS | 7 | | CS | Y | 1.93x1.31 | 4 | 2.25x1.21 | 2.25x1.81 | abcet | | 18 mm. | | 1¼ | No | 512 | 26 | 27¼ | 36 11/32 | 9 |
| Ch | Al | 3.93 | | .859x2.87 | 4 | CS | 8⅜ | | CS | Y | 2.12x1.37 | 4 | 2.37x1.43 | 2.37x2.06 | abce | | 18 mm. | | 1½ | No | 567 | 26 | 28 15/16 | 38 [illegible] | 10 |
| HG | CT | 4.75 | | 1.10x3.06 | 4 | CS | 8⅜ | | CS | Y | 2.25x1.56 | 7 | 2.62x1.56 | 2.62x2.15 | abcet | | 18 mm. | | 1½ | No | 750 | 25¾ | 29½ | 42 | 11 |
| HG | CT | 4.75 | | 1.10x3.18 | 4 | CS | 8⅜ | | CS | Y | 2.25x1.56 | 7 | 2.62x1.56 | 2.62x2.15 | abcet | | 18 mm. | | 1½ | No | 760 | 25¾ | 29½ | 42 | 12 |
| HG | CT | 4.75 | | 1.10x3.43 | 4 | CS | 8⅜ | | CS | Y | 2.25x1.56 | 7 | 2.62x1.56 | 2.62x2.15 | abcet | | 18 mm. | | 1½ | No | 770 | 25¾ | 29½ | 42 | 13 |
| HG | CT | 5.31 | | 1.25x3.08 | 4 | CS | 9 | | CS | Y | 2.37x1.81 | 7 | 2.62x1.65 | 2.62x2.65 | abcef | | 18 mm. | | 1½ | No | 925 | 25¾ | 32 7/32 | 44 11/16 | 14 |
| HG | CT | 5.31 | | 1.25x3.08 | 4 | CS | 9 | | CS | Y | 2.37x1.81 | 7 | 2.62x1.65 | 2.62x2.65 | abcef | | 18 mm. | | 1½ | No | 932 | 25¾ | 32 7/32 | 44 11/16 | 15 |
| HG | CT | 5.31 | | 1.25x3.43 | 4 | CS | 9 | | CS | Y | 2.37x1.81 | 7 | 2.62x1.65 | 2.62x2.65 | abcef | | 18 mm. | | 1½ | No | 938 | 25¾ | 32 7/32 | 44 11/16 | 16 |
| HG | CT | 5.31 | | 1.25x3.43 | 4 | CS | 9 | | CS | Y | 2.37x1.81 | 7 | 2.62x1.65 | 2.62x2.65 | abcef | | 18 mm. | | 1¾ | No | 951 | 25¾ | 32 7/32 | 44 11/16 | 17 |
| Ch | Al | 5.31 | | 1.25x3.43 | 4 | CS | 9½ | | CV | N | 2.50x1.81 | 7 | 2.75x1.75 | 2.75x2.81 | abcefg | | 18 mm. | | 1¾ | No | 1298 | 25¾ | 36 15/64 | 46 31/32 | 18 |
| Ch | Al | 5.31 | | 1.25x3.68 | 4 | CS | 9½ | | CV | N | 2.50x1.81 | 7 | 2.75x1.75 | 2.75x2.81 | abcefg | | 18 mm. | | 1¾ | No | 1318 | 25¾ | 36 25/32 | 46 31/32 | 19 |
| Ch | Al | 5.93 | | 1.50x3.71 | 4 | CS | 10½ | | CV | Y | 2.75x1.81 | 7 | 2.75x1.75 | 2.75x2.81 | abcefg | | 18 mm. | | | No | 1430 | 25¾ | 39⅝ | 46 31/32 | 20 |
| Ch | Als | 3.68 | | .859x2.75 | 4 | AS | 7 15/16 | | CS | Y | 2.06x1.00 | 4 | 2.50x1.93 | 2.50x1.87 | abce | CH | 14 mm. | Str | 1½ | No | 546 | | | | 21 |
| Ch | Al | 3.87 | | .859x2.87 | 4 | AS | 8 3/32 | | CS | Y | 2.12x1.21 | 4 | 2.50x1.31 | 2.50x1.87 | abce | CH | 14 mm. | Car | 1½ | No | 597 | | | | 22 |
| Ch | Al | 3.87 | | .859x2.87 | 4 | AS | 8 | | CS | | 2.12x1.21 | 4 | 2.50x1.31 | 2.50x1.87 | abce | CH | 14 mm. | Car | 1½ | No | 597 | | | | 23 |
| Ch | Al | 3.87 | | .859x2.87 | 4 | AS | 7⅞ | | CS | Y | 2.12x1.21 | 4 | 2.50x1.31 | 2.50x1.87 | abce | CH | 14 mm. | Car | 1½ | No | 612 | | | | 24 |
| Ch | Als | 4.56 | | 1.12x3.25 | 4 | AS | 10 7/16 | | CS | | 2.31x1.43 | 7 | 3.00x1.87 | 3.00x3.04 | abce | Au | 14 mm. | Str | 1½ | No | 1062 | | | | 25 |
| HG | Als | 6.12 | 77.0 | 1.37x4.17 | 4 | CS | 12¾ | 132 | CNS | Y | 2.37x3.00 | 3 | 2.62x3.31 | 2.62x4.00 | abcdeg | AC | ⅞-18 | Zen | 1½ | No | 1450 | 27 | 37 11/16 | 70 15/16 | 26 |
| HG | Als | 6.12 | 77.0 | 1.37x4.17 | 4 | CS | 12¾ | 132 | CNS | Y | 2.37x3.00 | 4 | 2.62x3.31 | 2.62x4.00 | abcdeg | AC | ⅞-18 | Zen | 1½ | No | 1900 | 27 | 37 11/16 | 87 5/16 | 27 |
| Ch | CI | | | | | AS | | | CNS | N | | | | | Splash | CH | | Sch | | No | | | | | 28 |
| Ch | Al | | | | | AS | | | CNS | N | | | | | Splash | CH | | Zen | | No | | | | | 29 |
| Ch | Al | | | | | AS | | | CNS | N | | | | | Splash | CH | | Til | | No | | | | | 30 |
| Ch | CI | | | | | AS | | | CNS | N | | | | | Splash | CH | | Sch | | No | | | | | 31 |
| Ch | CI | | | | | AS | | | CNS | N | | | | | Splash | CH | | Sch | | No | | | | | 32 |
| Ch | CI | | | | | AS | | | CNS | N | | | | | Splash | CH | | Sch | | No | | | | | 33 |
| Ch | Al | | | | | AS | | | CNS | Y | | | | | Splash | CH | | Sch | | No | | | | | 34 |
| Ch | CI | | | | | AS | | | CNS | Y | | | | | Splash | CH | | Sch | | No | | | | | 35 |
| Ch | CI | | | | | AS | | | CNS | Y | | | | | Splash | CH | | Sch | | No | | | | | 36 |
| HG | CAS | | 10.6 | .687x2.36 | 3 | AS | 6⅛ | 9.5 | CAS | Y | 1.60x1.54 | 3 | 2.00x1.66 | 2.00x2.00 | abce | CH | 14 mm. | Str | .81 | No | 268 | 18 | 32⅛ | 30 | 37 |
| HG | CAS | | 15.6 | .750x2.84 | 3 | AS | 7 | 16.8 | CAS | Y | 2.00x1.75 | 3 | 2.50x1.72 | 2.50x2.25 | abce | CH | 14 mm. | Str | .97 | No | 475 | 20 | 34¼ | 31 7/32 | 38 |
| HG | CAS | | 16.8 | .750x2.84 | 3 | AS | 7 | 17.2 | CAS | Y | 2.14x1.75 | 3 | 2.50x1.72 | 2.50x2.25 | abce | CH | 14 mm. | Str | .97 | No | 485 | 18 | 32⅛ | 30 | 39 |
| HG | Al | 4.37 | 36.0 | 1.25x3.12 | 5 | AS | 9½ | 54 | CS | | 2.37x1.75 | 7 | 2.70x2.25 | 2.70x2.87 | abcdefg | CH | 18 mm. | Zen | 1½ | No | 1247 | 40⅛ | 27¾ | 44 | 40 |
| HG | Al | 4.37 | 36.0 | 1.25x3.12 | 5 | AS | 9½ | 54 | CS | | 2.37x1.75 | 7 | 2.70x2.25 | 2.70x2.87 | abcdeg | CH | 18 mm. | Zen | 1½ | No | 1087 | 24½ | 37 1/16 | 44 | 41 |
| HG | Al | 4.37 | 38.0 | 1.25x3.12 | 5 | AS | 9½ | 54 | CS | | 2.37x1.75 | 7 | 2.70x2.25 | 2.70x2.87 | abcdefg | CH | 18 mm. | Zen | 1½ | No | 1247 | 40⅛ | 27¾ | 44 | 42 |
| HG | Al | 4.37 | 38.0 | 1.25x3.12 | 5 | AS | 9½ | 54 | CS | | 2.37x1.75 | 7 | 2.70x2.25 | 2.70x2.87 | abcdeg | CH | 18 mm. | Zen | 1½ | No | 1087 | 24½ | 37 1/16 | 44 | 43 |
| HG | Al | 3.21 | 18.0 | .859x3.12 | 5 | AS | 7 | 74 | CS | Y | 1.93x1.00 | 3 | 2.25x1.25 | 2.25x1.50 | ace | CH | 14 mm. | Op | 1-1¼ | No | 315 | 34 | 18½ | 18 | 44 |
| HG | Al | 4.20 | 33.5 | .990x3.07 | 4 | CS | 7 | 33 | CS | Y | 2.31x1.23 | 4 | 2.68x1.18 | 2.78x1.46 | abcdeg | AC | 14 mm. | Zen | 1⅜ | No | | 21 13/16 | 26 5/16 | 40¾ | 45 |
| HG | Al | 4.15 | 34.0 | .990x3.25 | 4 | CS | 7 | 33 | CS | Y | 2.31x1.23 | 4 | 2.68x1.18 | 2.78x1.46 | abcdeg | AC | 14 mm. | Zen | 1⅜ | No | | 21 13/16 | 26 5/16 | 40¾ | 46 |
| HG | Al | 4.39 | 37.0 | 1.00x3.17 | 4 | CS | 9¾ | 51 | CS | Y | 2.37x1.34 | 7 | 2.75x2.09 | 2.75x2.09 | abcdeg | AC | 14 mm. | Zen | 1⅜ | No | | 25¼ | 31 29/32 | 45 1/32 | 47 |
| HG | Al | 4.39 | 39.6 | 1.00x3.36 | 4 | CS | 9¾ | 51 | CS | Y | 2.37x1.34 | 7 | 2.75x2.09 | 2.75x2.09 | abcdeg | AC | 14 mm. | Zen | 1⅜ | No | | 25¼ | 31 29/32 | 45 1/32 | 48 |
| HG | Al | 5.39 | 58.5 | 1.25x3.59 | 4 | CS | 10¾ | 72.8 | CS | Y | 2.62x1.46 | 7 | 3.00x2.21 | 3.00x2.21 | abcdeg | AC | 14 mm. | Zen | 1½ | No | | 22½ | 35 3/16 | 47 11/16 | 49 |
| HG | Al | 5.14 | 59.8 | 1.25x3.71 | 4 | CS | 10¾ | 72.8 | CS | Y | 2.62x1.46 | 7 | 3.00x2.21 | 3.00x2.21 | abcdeg | AC | 14 mm. | Zen | 1½ | No | | 22½ | 35 3/16 | 47 11/16 | 50 |
| HG | Al | 5.14 | 62.6 | 1.25x3.84 | 4 | CS | 10¾ | 72.8 | CS | Y | 2.62x1.46 | 7 | 3.00x2.21 | 3.00x2.21 | abcdeg | AC | 14 mm. | Zen | 1¾ | No | | 22½ | 35 3/16 | 47 11/16 | 51 |
| HG | Al | 5.25 | 66.4 | 1.25x4.06 | 4 | AS | 9½ | 80.9 | CS | Y | 2.62x1.71 | 7 | 3.50x2.50 | 3.50x2.50 | abcdeg | AC | 14 mm. | Zen | 2 | No | | | | | 52 |
| HG | Al | 5.25 | 66.4 | 1.25x4.06 | 4 | AS | 10½ | 82.1 | CS | Y | 2.62x1.71 | 7 | 3.50x2.50 | 3.50x2.50 | abcdeg | AC | 14 mm. | Zen | 2 | No | | | | | 53 |
| HG | Al | 5.03 | 77.2 | 1.37x4.46 | 5 | AS | 12⅛ | 76.6 | CNS | Y | 2.75x2.06 | 7 | 3.00x1.71 | 3.00x2.50 | abcdeg | AC | 18 mm. | Str | 2 | No | | | | | 54 |
| HG | CI | 2.87 | 18.0 | .703x2.43 | 3 | CS | 5¾ | 18 | CNS | N | 1.50x1.18 | 3 | 1.75x1.78 | 1.75x1.37 | abce | CA | 14 mm. | Zen | | No | 359§ | 16¼ | 19½ | 31½ | 55 |
| HG | CI | 2.87 | 25.0 | .703x2.43 | 3 | CS | 5¾ | | CNS | N | 1.50x1.18 | 3 | 1.75x1.78 | 1.75x1.37 | abce | CA | 14 mm. | Zen | ⅞ | No | 375§ | 15 | 19½ | 31½ | 56 |
| HG | Al | 2.87 | 16.0 | .703x2.43 | 3 | CS | 5¾ | 18 | | N | 1.50x1.18 | 3 | 1.75x1.78 | 1.75x1.37 | abce | CA | 14 mm. | Zen | ⅞ | No | 300§ | 17⅜ | 22¾ | 30 | 57 |
| HG | Al | 3.56 | 24.0 | .859x2.68 | 4 | CS | 7 | 32 | CS | N | 1.93x1.31 | 3 | 2.25x1.89 | 2.25x1.18 | abce | CA | 18 mm. | Zen | 1¼ | No | 510§ | 18 7/16 | 21⅞ | 35⅛ | 58 |
| HG | Al | 3.56 | 24.0 | .859x2.68 | 4 | CS | 7 | | CS | N | 1.93x1.31 | 3 | 2.25x1.89 | 2.25x1.18 | abce | CA | 18 mm. | Zen | 1¼ | No | 395§ | 20¼ | 26¼ | 33 | 59 |
| HG | Al | 3.56 | 24.0 | .859x2.68 | 4 | CS | 7 | 32 | CS | N | 1.93x1.31 | 3 | 2.25x1.89 | 2.25x1.18 | abce | CA | 18 mm. | Zen | 1¼ | No | 540§ | 18 7/16 | 21⅞ | 35⅛ | 60 |
| HG | Al | 3.56 | 24.0 | .859x2.68 | 4 | CS | 7 | 32 | CS | N | 1.93x1.31 | 3 | 2.25x1.89 | 2.25x1.18 | abce | CA | 18 mm. | Zen | 1¼ | No | 420§ | 20¼ | 26¼ | 33 | 61 |
| HG | CI | 3.75 | 33.0 | .859x2.68 | 4 | CS | 7 | 32 | CS | Y | 1.93x1.31 | 4 | 2.25x1.81 | 2.25x1.21 | abce | CA | 18 mm. | Zen | 1¼ | No | 650§ | 18½ | 24⅜ | 41 | 62 |
| HG | CI | 3.75 | 33.0 | .859x2.68 | 4 | CS | 7 | 32 | CS | Y | 1.93x1.31 | 4 | 2.25x1.81 | 2.25x1.21 | abce | CA | 18 mm. | Zen | 1½ | No | 665§ | 18½ | 24⅜ | 42 | 63 |
| HG | Al | 3.50 | 24.0 | .859x2.68 | 4 | CS | 7 | 32 | CS | Y | 1.93x1.31 | 4 | 2.25x1.81 | 2.25x1.21 | abce | CA | 18 mm. | Zen | 1½ | No | 560§ | 18½ | 26 11/16 | 39⅞ | 64 |
| HG | Al | 3.50 | 24.0 | .859x2.68 | 4 | CS | 7 | 32 | CNS | Y | 1.93x1.31 | 4 | 2.25x1.81 | 2.25x1.21 | abce | CA | 18 mm. | Zen(2) | 1½ | No | 570§ | 22 | 26 11/16 | 39⅞ | 65 |
| Ch | Al | 3.93 | 29.0 | .859x2.87 | 4 | CS | 8⅜ | 38 | CNS | Y | 2.12x1.37 | 4 | 2.37x2.06 | 2.37x1.43 | abce | CA | 18 mm. | Str. | 1½ | No | 799§ | 19⅞ | 25⅛ | 49 7/16 | 66 |
| Ch | Al | 3.93 | 29.0 | .859x2.87 | 4 | CS | 8⅜ | 38 | CNS | N | 2.12x1.37 | 4 | 2.37x2.06 | 2.37x1.43 | abce | CA | 18 mm. | Str(2) | 1½ | No | 760§ | 25¾ | 25⅛ | 49 7/16 | 67 |
| Ch | Al | 3.93 | 29.0 | .859x2.87 | 4 | CS | 8⅜ | 38 | CNS | Y | 2.12x1.37 | 4 | 2.37x2.06 | 2.37x1.43 | abce | CA | 18 mm. | Str(2) | 1½ | No | 685§ | 27⅝ | 27 11/16 | 43 7/16 | 68 |
| HG | Al | 3.93 | 29.0 | .859x2.87 | 4 | CS | 8⅜ | 38 | CNS | Y | 2.12x1.37 | 4 | 2.37x2.06 | 2.37x1.43 | abce | CH | 18 mm. | Str(2) | 1½ | No | 675§ | 27⅝ | 27 11/16 | 43 7/16 | 69 |
| HG | Al | 3.93 | 29.0 | .859x2.87 | 4 | CS | 8⅜ | 38 | CNS | Y | 2.12x1.37 | 4 | 2.37x2.06 | 2.37x1.43 | abce | CH | 18 mm. | Str(2) | 1½ | No | 675§ | 27⅝ | 27 11/16 | 43 7/16 | 70 |
| HG | Al | 3.93 | 29.0 | .859x2.87 | 4 | CS | 8⅜ | 38 | CNS | Y | 2.12x1.37 | 4 | 2.37x2.06 | 2.37x1.43 | abce | CH | 18 mm. | Zen(3) | | No | 665§ | 30¼ | 32½ | 42 11/16 | 71 |
| HG | Al | 4.75 | 44.0 | 1.10x3.06 | 5 | CS | 8⅜ | 52 | CS | Y | 2.37x1.56 | 7 | 2.62x2.15 | 2.62x1.56 | abce | CA | 18 mm. | Str | 1¾ | No | 975§ | 23 15/16 | 27 | 49⅝ | 72 |
| HG | Al | 4.75 | 49.0 | 1.10x3.06 | 5 | CS | 8⅜ | 52 | CS | Y | 2.37x1.56 | 7 | 2.62x2.15 | 2.62x1.56 | abce | CA | 18 mm. | Str | 1¾ | No | 1015§ | 23 15/16 | 27 | 49⅝ | 73 |
| HG | Al | 5.31 | | 1.25x3.43 | 4 | CS | 9 | 68 | CS | Y | 2.37x1.81 | 7 | 2.62x2.65 | 2.62x1.65 | abce | CA | 18 mm. | Zen | 1½ | No | 1250§ | | | 55⅝ | 74 |
| HG | Al | 3.94 | 26.0 | .859x2.87 | 4 | CS | 9 | 48 | CNS | N | 2.25x.... | 5 | 2.62x2.53 | 2.62x1.65 | abce | CA | 18 mm. | Zen(2) | 1½ | No | 1200§ | 25¾ | 29¾ | 57⅞ | 75 |
| HG | Al | 3.94 | 28.0 | | 4 | CS | 9 | 48 | CNS | N | 2.25x1.50 | 5 | 2.62x2.53 | 2.62x1.65 | abce | CA | 18 mm. | Str(2) | 1½ | No | 1275§ | 25¾ | 29¾ | 59⅝ | 76 |
| HG | Al | 3.94 | 28.0 | | 4 | CS | 9 | 48 | CNS | N | 2.25x1.50 | 5 | 2.62x2.53 | 2.62x1.65 | abce | CA | 18 mm. | Str(2) | 1½ | No | 1110§ | 25¾ | 29¼ | 56 | 77 |
| HC | Al | 5.21 | 57.0 | 1.25x3.25 | 6 | AS | 11 | 105 | CNS | N | 2.25x2.00 | 3 | 2.75x2.31 | 2.75x3.31 | abcefg | CH | ⅞-18 | Zen | 1½ | D | 1135§ | 27 7/16 | 40½ | 46 11/16 | 78 |
| HC | Al | 5.03 | 57.0 | 1.25x3.25 | 6 | AS | 11 | 103 | CNS | N | 2.25x2.00 | 3 | 2.75x2.31 | 2.75x2.31 | abcefg | CH | 18 mm. | Zen | 1¾ | D | 1905§ | 24⅝ | 41⅜ | 76 7/16 | 79 |
| HC | Al | 5.20 | 74.5 | 1.25x3.75 | 6 | AS | 11 | 100 | CNS | N | 2.37x2.00 | 3 | 3.00x2.31 | 3.00x2.31 | abcefg | CH | ⅞-18 | Zen | 1½ | D | 1160§ | 27⅛ | 40¾ | 49⅜ | 80 |
| Ch | Al | 5.09 | 40.2 | 1.25x3.50 | 4 | AS | 11 | 82 | 4140 | N | 2.62x1.75 | 7 | 3.00x1.50 | 3.00x2.25 | abcefg | CH | 18 mm. | Zen | 1½ | No | 1173§ | 54¾ | 18 1/16 | 52⅞ | 81 |
| HC | Al | 4.50 | 40.7 | 1.00x3.43 | 4 | AS | 11 | 75 | 4140 | N | 2.25x1.43 | 4 | 2.75x2.68 | 2.75x2.68 | abcefg | CH | 18 mm. | Zen | 1½ | No | 1180§ | 25¾ | 38 13/16 | 49 1/16 | 82 |
| Ch | Al | 5.40 | 52.5 | 1.12x3.73 | 4 | AS | 11 | 83 | 4140 | Y | 2.62x1.75 | 7 | 3.00x1.50 | 3.00x2.25 | abcefg | CH | 18 mm. | Zen | 1¾ | No | 1252§ | 54¾ | 18 7/16 | 52⅞ | 83 |
| HC | Al | 4.56 | 52.0 | 1.25x3.59 | 6 | AS | 11 | 104 | 4140 | Y | 2.25x2.00 | 4 | 2.75x2.18 | 2.75x3.18 | abcefg | CH | 18 mm. | Zen | 1¾ | No | 2120§ | 23⅛ | 42 | 99 15/16 | 84 |
| HC | Al | 5.26 | 60.0 | 1.25x3.34 | 5 | AS | 11 | 101 | 4140 | Y | 2.37x2.00 | 4 | 2.75x2.18 | 2.75x3.18 | abcefg | CH | 18 mm. | Zen | 1¾ | No | 1407§ | 29 13/16 | 46⅛ | 57 7/16 | 85 |
| HC | Al | 5.21 | 58.5 | 1.25x3.25 | 5 | AS | 11 | 102 | 4140 | Y | 2.37x2.00 | 4 | 2.75x2.18 | 2.75x3.18 | abcefg | CH | 18 mm. | Zen | 1¾ | No | 1310§ | 31 7/32 | 49 9/16 | 55 7/16 | 86 |
| HC | Al | 5.26 | 56.0 | 1.25x3.34 | 5 | AS | 11 | 101 | 4140 | Y | 2.37x2.00 | 4 | 2.75x2.18 | 2.75x3.18 | abcefg | CH | 18 mm. | Zen | 1¾ | No | 2392§ | 28 | 42½ | 90 | 87 |
| Ch | Al | 5.20 | 62.0 | 1.12x4.00 | 4 | AS | 11 | 83 | 3140 | Y | 2.62x1.75 | 7 | 3.00x1.50 | 3.00x2.25 | abcefg | CH | 18 mm. | Zen | 1¾ | No | 1265§ | 54¾ | 18 7/16 | 52⅞ | 88 |
| Ch | Al | 4.92 | 78.5 | 1.25x4.00 | 5 | AS | 11 | 97.5 | 4140 | Y | 2.37x2.00 | 7 | 2.75x2.43 | 2.75x4.56 | abcefg | CH | 18 mm. | Zeb | 2 | No | 2820§ | 31½ | 42 | 90 3/16 | 89 |
| HC | Al | 6.31 | 97.0 | 1.37x4.18 | 5 | AS | 11 | 113.5 | 4140 | Y | 2.50x2.00 | 7 | 3.25x1.43 | 3.25x2.43 | abcefg | CH | 18 mm. | Zen | 2 | No | 1830§ | 32 13/16 | 44 15/16 | 59⅞ | 90 |
| Ch | Al | 6.17 | 77.0 | 1.37x4.18 | 4 | AS | 11 | 103.5 | 4140 | Y | 2.75x2.00 | 7 | 3.25x2.18 | 3.25x2.56 | abcefg | CH | 18 mm. | Zen | 2 | No | 1960§ | 59 9/16 | 20 11/16 | 67 19/32 | 91 |
| HC | Al | 6.18 | 104.0 | 1.37x4.44 | 5 | AS | 11 | 113.5 | 4140 | Y | 2.50x2.00 | 7 | 3.25x1.43 | 3.25x2.43 | abcefg | CH | 18 mm. | Zen | 2 | No | 1830§ | 32 13/16 | 44 15/16 | 59⅞ | 92 |
| Ch | Al | 6.18 | 104.0 | 1.37x4.43 | 4 | AS | 11 | 103.5 | 4140 | Y | 2.75x2.00 | 7 | 3.25x2.18 | 3.25x2.56 | abcefg | CH | 18 mm. | Zen | 1¾ | No | | 53½ | 22¼ | 67 19/32 | 93 |
| HC | Al | 5.97 | 114.0 | 1.37x4.68 | 5 | AS | 11 | 113.5 | 4140 | Y | 2.50x2.00 | 7 | 3.25x1.43 | 3.25x2.43 | abcefg | CH | 18 mm. | Zen | 2 | No | 1900§ | 13 13/16 | 44 15/16 | 59⅞ | 94 |
| Ch | Al | 6.46 | 108.0 | 1.37x4.40 | 5 | AS | 11 | 114.5 | 4140 | Y | 2.37x2.00 | 7 | 2.75x2.43 | 2.75x4.56 | abcefg | CH | 18 mm. | Zen | 2 | No | 2015§ | 25 1/32 | 39⅝ | 74 3/16 | 95 |
| Ch | Al | 6.62 | | 1.37x4.69 | 5 | AS | 11 | 97.5 | 4140 | Y | 2.37x2.00 | 7 | 2.75x2.43 | 2.75x4.56 | abcefg | CH | 18 mm. | Zen | 2 | No | | 31½ | 42 | 90 3/16 | 96 |
| | | | | | | | | | | | | | | | | | | | | | | | | | 97 |
| HG | CI | 2.68 | | .687x2.50 | 3 | AS | 5⅛ | 15.5 | CAS | Y | 1.50x1.00 | 2 | 2.00x1.31 | 2.00x1.37 | abe | Op | 14 mm. | Op | Op | K | | 13 9/16 | 15⅞ | 17⅛ | 98 |

*For abbreviations see pages 242 and 243*

# AMERICAN STOCK, MARINE AND

| Line Number | Make and Model | | Designed for | Number of Cylinders Bore and Stroke (In.) | Rated Hp. (A.M.A.) | Maximum Brake Hp. at Specified R.P.M. | Piston Displacement (Cu. In.) | Compression Ratio | Maximum Torque at R.P.M. (Lb. Ft.) | No. of Cylinders Cast In One Piece | Crankcase—Upper Half Integral with Cylinders | Arrangement | Exhaust Head Material or S.A.E. No. | Valves: Max. Head Diameter (In.) Intake | Max. Head Diameter Exhaust | Min. Port Diameter (In.) Intake | Min. Port Diameter Exhaust | Lift (In.) Intake | Lift Exhaust | Stem Diameter (In.) Intake | Stem Diameter Exhaust | Seat Angle (Degrees) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | Hercules | NXA | Tr, M | 2-3x4 | 7.2 | 13-2000 | 56.5 | 5.50 | 39.1100 | 2 | In | L | Sil | 1.48 | 1.35 | 1.25 | 1.12 | .250 | .250 | .312 | .312 | 30 |
| 2 | Hercules | NXB | Tr, M | 2-3¼x4 | 8.9 | 15.6-2000 | 66.3 | 5.50 | 46-1100 | 2 | In | L | Sil | 1.48 | 1.35 | 1.25 | 1.12 | .250 | .250 | .312 | .312 | 30 |
| 3 | Hercules | ZXA | Tr, Ind | 4-2½x3 | 10.0 | 23-3800 | 58.8 | 6.10 | 40-2000 | 4 | In | L | Sil | 1.23 | 1.10 | 1.00 | .875 | .200 | .200 | .248 | .248 | 30 |
| 4 | Hercules | ZXB | Tr, Ind | 4-2⅝x3 | 11.0 | 25-3800 | 64.9 | 6.10 | 44-2000 | 4 | In | L | Sil | 1.23 | 1.10 | 1.00 | .875 | .200 | .200 | .248 | .248 | 30 |
| 5 | Hercules | IX | T, Tr, Ind | 4-2½x4 | 10.0 | 28-3200 | 78.0 | 5.20 | 55-2000 | 4 | In | L | Sil | 1.48 | 1.35 | 1.25 | 1.12 | .250 | .250 | .310 | .310 | 30 |
| 6 | Hercules | IXA | T, Tr, Ind | 4-3x4 | 14.4 | 40-3200 | 113.0 | 5.50 | 79-2000 | 4 | In | L | Sil | 1.48 | 1.35 | 1.25 | 1.12 | .250 | .250 | .310 | .310 | 30 |
| 7 | Hercules | IXB | T, Tr, Ind | 4-3¼x4 | 16.9 | 47-3200 | 133.0 | 5.20 | 92-2000 | 4 | In | L | Sil | 1.48 | 1.35 | 1.25 | 1.12 | .250 | .250 | .310 | .310 | 30 |
| 8 | Hercules | OOA | T, B, Tr, Ind | 4-3½x4½ | 19.6 | 35-2000 | 173.2 | 4.20 | 107-1200 | 4 | In | L | Sil | 1.75 | 1.62 | 1.50 | 1.37 | .326 | .326 | .373 | .373 | 45 |
| 9 | Hercules | OOB | T, B, Tr, Ind | 4-3¾x4½ | 22.5 | 38-2000 | 198.8 | 4.20 | 125-1000 | 4 | In | L | Sil | 1.75 | 1.62 | 1.50 | 1.37 | .326 | .326 | .373 | .373 | 45 |
| 10 | Hercules | OOC | T, B, Tr, Ind | 4-4x4½ | 25.6 | 41-2000 | 226.2 | 4.20 | 143-1000 | 4 | In | L | Sil | 1.75 | 1.62 | 1.50 | 1.37 | .326 | .326 | .373 | .373 | 45 |
| 11 | Hercules | OX | T, B, Tr, Ind | 4-4x5 | 25.6 | 46-1800 | 251.3 | 4.30 | 155-1000 | 4 | In | L | Sil | 1.87 | 1.87 | 1.81 | 1.81 | .326 | .326 | .373 | .373 | 45 |
| 12 | Hercules | OXC | T, B, Tr, Ind | 4-4¼x5 | 28.9 | 56-1800 | 283.5 | 4.30 | 185-1000 | 4 | In | L | Sil | 1.87 | 1.87 | 1.81 | 1.81 | .326 | .325 | .373 | .373 | 45 |
| 13 | Hercules | K | T, Tr, Ind | 4-4¼x5¾ | 28.9 | 55-1600 | 326.3 | 3.89 | 202-1000 | 4 | In | L | Sil | 2.25 | 2.25 | 2.00 | 2.00 | .326 | .326 | .434 | .434 | 45 |
| 14 | Hercules | L | T, Tr, Ind | 4-4½x5¾ | 32.4 | 59-1600 | 365.8 | 3.78 | 226-1000 | 4 | In | L | Sil | 2.25 | 2.25 | 2.00 | 2.00 | .326 | .326 | .434 | .434 | 45 |
| 15 | Hercules | G | T, Tr, Ind | 4-4¾x5¾ | 36.1 | 63-1600 | 407.6 | 3.89 | 250-1000 | 4 | In | L | Sil | 2.25 | 2.25 | 2.00 | 2.00 | .326 | .326 | .434 | .434 | 45 |
| 16 | Hercules | E | T, Tr, Ind | 4-5x5¾ | 40.0 | 74-1600 | 451.4 | 4.00 | 288-1000 | 4 | In | L | Sil | 2.25 | 2.25 | 2.00 | 2.00 | .326 | .326 | .434 | .434 | 45 |
| 17 | Hercules | TX | Ind | 4-5½x7 | 48.4 | 88-1200 | 665.0 | 3.84 | 425- 800 | 4 | In | L | Sil | 2.90 | 2.90 | 2.50 | 2.50 | .375 | .375 | .497 | .497 | 45 |
| 18 | Hercules | TXA | Ind | 4-6x7 | 57.6 | 98-1200 | 792.0 | 3.84 | 488- 800 | 4 | In | L | Sil | 2.90 | 2.90 | 2.50 | 2.50 | .375 | .375 | .497 | .497 | 45 |
| 19 | Hercules | TXO | Ind | 4-6⅜x7 | 65.0 | 112-1200 | 894.0 | 3.84 | 586- 800 | 4 | In | L | Sil | 2.90 | 2.90 | 2.50 | 2.50 | .375 | .375 | .497 | .497 | 45 |
| 20 | Hercules | QXA | T, B, Tr, Ind | 6-3⅛x4⅛ | 23.4 | 59-3000 | 190.0 | 5.50 | 130-1000 | 6 | In | L | Sil | 1.48 | 1.35 | 1.31 | 1.12 | .281 | .231 | .310 | .310 | 30 |
| 21 | Hercules | QXB | T, B, Tr, M | 6-3¼x4⅛ | 25.3 | 65.5-3500 | 205.0 | 5.85 | 143-1000 | 6 | In | L | Sil | 1.48 | 1.39 | 1.31 | 1.12 | .281 | .231 | .312 | .312 | 30 |
| 22 | Hercules | QXC | T, B, Tr, M | 6-3⅜x4⅛ | 27.3 | 70.5-3500 | 221.0 | 5.85 | 154-1000 | 6 | In | L | Sil | 1.60 | 1.39 | 1.43 | 1.12 | .281 | .231 | .312 | .312 | 30 |
| 23 | Hercules | JXA | T, B, Tr, Ind | 6-3⅜x4¼ | 27.3 | 63-2800 | 228.0 | 5.16 | 141-1000 | 6 | In | L | Sil | 1.75 | 1.62 | 1.50 | 1.37 | .322 | .322 | .373 | .373 | 45 |
| 24 | Hercules | JXB | T, B, Tr, Ind | 6-3⅝x4¼ | 31.5 | 68-2800 | 263.0 | 5.40 | 163-1000 | 6 | In | L | Sil | 1.75 | 1.62 | 1.50 | 1.37 | .322 | .322 | .373 | .373 | 45 |
| 25 | Hercules | JXC | T, B, Tr, Ind | 6-3¾x4¼ | 33.7 | 73-2800 | 282.0 | 5.35 | 175-1000 | 6 | In | L | Sil | 1.75 | 1.62 | 1.50 | 1.37 | .322 | .322 | .373 | .373 | 45 |
| 26 | Hercules | JXD | T, B, Tr, Ind | 6-4x4¼ | 38.4 | 84-2800 | 320.0 | 5.63 | 204-1000 | 6 | In | L | Sil | 1.75 | 1.62 | 1.50 | 1.37 | .322 | .322 | .373 | .373 | 45 |
| 27 | Hercules | WXC | T, B, Tr, Ind | 6-4x4½ | 38.4 | 90-2400 | 339.0 | 5.00 | 212-1000 | 6 | In | L | Sil | 1.75 | 1.75 | 1.62 | 1.50 | .356 | .356 | .373 | .373 | 45 |
| 28 | Hercules | WXC-2 | T, B, Tr, Ind | 6-4⅛x4½ | 40.8 | 95-2400 | 360.8 | 5.00 | 233-1000 | 6 | In | L | Sil | 1.75 | 1.75 | 1.62 | 1.50 | .356 | .356 | .373 | .373 | 45 |
| 29 | Hercules | WXC-3 | T, B, Tr, Ind | 6-4¼x4½ | 43.3 | 101-2400 | 383.0 | 5.00 | 262-1000 | 6 | In | L | Sil | 1.75 | 1.75 | 1.62 | 1.50 | .356 | .356 | .373 | .373 | 45 |
| 30 | Hercules | YXC | T, B, Tr, Ind | 6-4⅜x4¾ | 45.9 | 94-2200 | 428.4 | 4.40 | 281- 800 | 6 | In | L | Sil | 2.00 | 2.00 | 1.75 | 1.75 | .388 | .388 | .373 | .373 | 45 |
| 31 | Hercules | YXC-2 | T, B, Tr, Ind | 6-4½x4¾ | 48.6 | 98-2200 | 543.0 | 4.77 | 300- 800 | 6 | In | L | Sil | 2.00 | 2.00 | 1.75 | 1.75 | .388 | .388 | .373 | .373 | 45 |
| 32 | Hercules | YXC-3 | T, B, Tr, Ind | 6-4⅝x4¾ | 51.3 | 104-2200 | 478.8 | 4.40 | 320- 800 | 6 | In | L | Sil | 2.00 | 2.00 | 1.75 | 1.75 | .388 | .388 | .373 | .373 | 45 |
| 33 | Hercules | RXLC | T, B, Tr, M | 6-4⅝x5¼ | 51.3 | 135-2200 | 529.2 | 5.40 | 388-1000 | 6 | In | L | Sil | 2.00 | 2.00 | 1.75 | 1.75 | .388 | .388 | .375 | .375 | 45 |
| 34 | Hercules | RXB | T, B, Tr, Ind | 6-4½x5¼ | 48.6 | 110-2200 | 500.9 | 4.95 | 330-1000 | 6 | In | L | Sil | 2.00 | 2.00 | 1.75 | 1.75 | .388 | .388 | .373 | .373 | 45 |
| 35 | Hercules | RXC | T, B, Tr, Ind | 6-4⅝x5¼ | 51.3 | 114-2200 | 529.2 | 4.95 | 350-1000 | 6 | In | L | Sil | 2.00 | 2.00 | 1.75 | 1.75 | .388 | .388 | .373 | .373 | 45 |
| 36 | Hercules | RXLD | T, B, Tr, M | 6-4¾x5¼ | 54.2 | 142-2200 | 558.2 | 5.40 | 407-1000 | 6 | In | L | Sil | 2.00 | 2.00 | 1.81 | 1.75 | .388 | .388 | .375 | .375 | (h) |
| 37 | Hercules | HXB | T, B, Tr, Ind | 6-5x6 | 60.0 | 148-2000 | 707.0 | 4.50 | 455-1000 | 3 | Se | L | Sil | 2.44 | 2.31 | 2.12 | 2.00 | .468 | .468 | .498 | .498 | 30 |
| 38 | Hercules | HXC | T, B, Tr, Ind | 6-5¼x6 | 66.2 | 164-2000 | 779.0 | 4.50 | 510-1000 | 3 | Se | L | Sil | 2.44 | 2.31 | 2.12 | 2.00 | .468 | .468 | .498 | .498 | 30 |
| 39 | Hercules | HXD | T, B, Tr, Ind | 6-5½x6 | 72.8 | 180-2000 | 855.0 | 4.50 | 555-1000 | 3 | Se | L | Sil | 2.44 | 2.31 | 2.12 | 2.00 | .468 | .468 | .498 | .498 | 30 |
| 40 | Hercules | HXE | T, B, Tr, Ind | 6-5¾x6 | 79.4 | 198-2000 | 935.0 | 4.50 | 615-1000 | 3 | Se | L | Sil | 2.44 | 2.31 | 2.12 | 2.00 | .468 | .468 | .498 | .498 | 30 |
| 41 | International | U-7 | PU | 4-3¾x5 | 22.5 | 34.5-1200 | 220.9 | 4.80 | 153-1000 | W | Se | I | Sil | 1.78 | 1.78 | 1.56 | 1.56 | .402 | .402 | .432 | .432 | 45 |
| 42 | International | U-10 | PU | 4-4¼x5 | 28.9 | 45-1200 | 283.7 | 4.67 | 207- 850 | W | Se | I | Sil | 1.90 | 1.75 | 1.68 | 1.48 | .441 | .441 | .432 | .432 | 45 |
| 43 | International | 300 | PU | 4-4¾x6 | 36.1 | 56.5-1050 | 425.3 | 4.74 | 300- 750 | W | Se | I | Sil | 2.18 | 2.18 | 1.75 | 1.93 | .381 | .425 | .432 | .432 | 45 |
| 44 | International | PA-40 | PU | 6-3⅝x4½ | 31.5 | 59-1800 | 278.7 | 4.53 | 182-1200 | W | Se | I | Sil | 1.87 | 1.75 | 1.62 | 1.50 | .343 | .343 | .372 | .372 | 45 |
| 45 | International | PA-50 | PU | 6-3¾x4½ | 33.7 | 66-2000 | 298.2 | 5.72 | 200-1200 | W | Se | I | Sil | 1.87 | 1.75 | 1.62 | 1.50 | .343 | .343 | .372 | .372 | 45 |
| 46 | International | PA-100 | PU | 6-5x5½ | 60.0 | 110-1400 | 648.0 | 5.30 | 447- 700 | W | Se | I | Sil | 2.37 | 2.37 | 2.12 | 2.12 | .437 | .437 | .... | .... | 45 |
| 47 | International | FC-132 | T | 4-3¼x4 | 16.8 | 33-2800 | 132.7 | 6.00 | 89-1200 | 4 | In | L | Sil | 1.34 | 1.18 | 1.18 | .... | .310 | .310 | .310 | .310 | 45 |
| 48 | International | HD-213 | T | 6-3 5/16x4⅛ | 26.3 | 78-3400 | 213.2 | 6.30 | 155-1000 | 6 | In | L | Sil | 1.68 | 1.46 | 1.50 | 1.34 | .320 | .320 | .370 | .370 | 45 |
| 49 | International | HD-232 | T | 6-3 5/16x4½ | 26.3 | 81-3200 | 232.6 | 6.00 | 170-1000 | 6 | In | L | Sil | 1.68 | 1.31 | 1.50 | 1.15 | .320 | .320 | .375 | .375 | 45 |
| 50 | International | FAB-241 | T | 6-3⅜x4½ | 27.3 | 84-3200 | 241.5 | .... | 175- 800 | W | In | I | Sil | 1.68 | 1.46 | 1.50 | 1.31 | .293 | .293 | .342 | .342 | 45 |
| 51 | International | FAB-259 | T | 6-3½x4½ | 29.4 | 89-3200 | 259.7 | 5.74 | 192- 800 | W | In | I | Sil | 1.68 | 1.46 | 1.50 | 1.31 | .293 | .293 | .342 | .342 | 45 |
| 52 | International | FBB-298 | T | 6-3¾x4½ | 33.7 | 94-2800 | 298.2 | 5.70 | 218-1600 | W | In | I | Sil | 1.87 | 1.75 | 1.62 | 1.50 | .341 | .341 | .372 | .372 | 45 |
| 53 | International | FBB-361 | T | 6-4⅛x4½ | 40.8 | 111-2700 | 360.8 | 5.20 | 268-1500 | 6(1) | In | I | Sil | 2.25 | 1.62 | 2.00 | 1.37 | .406 | .406 | .372 | .372 | 45 |
| 54 | International | FBB-401 | T | 6-4⅛x5 | 40.8 | 114-2600 | 400.9 | 5.20 | 308- 800 | 6(1) | In | I | Sil | 2.25 | 1.62 | 2.00 | 1.37 | .406 | .406 | .372 | .372 | 45 |
| 55 | International | FBB-450 | T | 6-4⅜x5 | 45.9 | 120-2400 | 451.0 | 5.20 | 331- 800 | 6(1) | In | I | Sil | 2.25 | 1.62 | 2.00 | 1.37 | .406 | .406 | .372 | .372 | 45 |
| 56 | International | FEB | T | 6-5x5½ | 60.0 | 140-2100 | 648.0 | 4.40 | 460-1000 | W | In | I | Sil | 2.37 | 2.37 | 2.12 | 2.12 | .437 | .437 | .430 | .430 | 45 |
| 57 | Kermath | ZX | M | 4-2⅝x3 | .... | 25-3400 | 65.0 | 6.00 | 40-1700 | 4 | In | L | Sil | 1.25 | 1.12 | .... | .... | .250 | .250 | .310 | .310 | 30 |
| 58 | Kermath | IXL | M | 4-3¼x4 | .... | 33-2200 | 134.0 | 5.50 | 97-2200 | 4 | In | L | Sil | 1.25 | 1.12 | .... | .... | .250 | .250 | .310 | .310 | 30 |
| 59 | Kermath | IXH | M | 4-3¼x4 | .... | 50-3200 | 134.0 | 5.50 | 97-2200 | 4 | In | L | Sil | 1.25 | 1.25 | .... | .... | .250 | .250 | .310 | .310 | 30 |
| 60 | Kermath | OOB | M | 4-3¾x4½ | .... | 40-2000 | 198.0 | 4.70 | 122-1200 | 4 | In | L | Sil | 1.50 | 1.37 | .... | .... | .326 | .326 | .373 | .373 | 45 |
| 61 | Kermath | 20HP | M | 4-4x4 | .... | 20-1000 | 201.0 | .... | .... | 4 | Se | L | CI | 1.50 | .... | .... | .... | .218 | .... | .... | .... | .... |
| 62 | Kermath | OOC | M | 4-4x4½ | .... | 50-2000 | 226.0 | 4.70 | 142-1200 | 4 | In | L | Sil | 1.50 | 1.37 | .... | .... | .326 | .326 | .373 | .373 | 45 |
| 63 | Kermath | F | M | 4-4⅜x5½ | .... | 55-1500 | 330.0 | 4.80 | .... | 4 | Se | L | CNS | 2.00 | 2.00 | .... | .... | .375 | .375 | .375 | .375 | 45 |
| 64 | Kermath | QXB | M | 6-3¼x4⅛ | .... | 85-3600 | 205.0 | 6.50 | 146-2000 | 6 | In | L | Sil | 1.31 | 1.12 | .... | .... | .231 | .281 | .310 | .310 | 30 |
| 65 | Kermath | QXC | M | 6-3⅜x4⅛ | .... | 90-3600 | 221.0 | 6.50 | 152-2000 | 6 | In | L | Sil | 1.31 | 1.12 | .... | .... | .231 | .281 | .310 | .310 | 30 |
| 66 | Kermath | JXCL | M | 6-3¾x4¼ | .... | 80-2400 | 282.0 | 5.80 | 206-1300 | 6 | In | L | Sil | 1.50 | 1.37 | .... | .... | .322 | .322 | .373 | .373 | 45 |
| 67 | Kermath | JXCH | M | 6-3¾x4¼ | .... | 102-3000 | 282.0 | 5.80 | 206-1300 | 6 | In | L | Sil | 1.50 | 1.37 | .... | .... | .322 | .322 | .373 | .373 | 45 |
| 68 | Kermath | JXD | M | 6-4x4¼ | .... | 97-2600 | 320.0 | 5.80 | 225-1300 | 6 | In | L | Sil | 1.50 | 1.37 | .... | .... | .322 | .322 | .373 | .373 | 45 |
| 69 | Kermath | WX | M | 6-4⅛x4½ | .... | 115-2600 | 383.0 | 5.50 | 265-1000 | 6 | In | L | Sil | 1.62 | 1.50 | .... | .... | .356 | .356 | .373 | .373 | 45 |
| 70 | Kermath | G | M | 6-4⅜x5½ | .... | 106-2000 | 495.0 | 5.30 | 310- 750 | 6 | Se | L | CNS | 2.25 | 2.00 | .... | .... | .437 | .375 | .437 | .375 | (h) |
| 71 | Kermath | DL | M | 6-4⅜x5¾ | .... | 120-2000 | 519.0 | 5.70 | 350-1000 | 6 | Se | L | Sil | 2.25 | 2.00 | .... | .... | .437 | .375 | .437 | .375 | (h) |
| 72 | Kermath | DH | M | 6-4⅜x5¾ | .... | 150-2500 | 519.0 | 5.70 | 351-1000 | 6 | Se | L | CNS | 2.25 | 2.00 | .... | .... | .437 | .375 | .437 | .375 | (h) |
| 73 | Kermath | L | M | 6-5x5¾ | .... | 158-1800 | 678.0 | 5.30 | 482-1000 | 6 | Se | L | Sil | 2.37 | 2.25 | .... | .... | .375 | .375 | .437 | .437 | 45 |
| 74 | Kermath | LA | M | 6-5x5¾ | .... | 200-2400 | 678.0 | 5.70 | 480-1000 | 6 | Se | L | CNS | 2.62 | 2.37 | .... | .... | .437 | .375 | .437 | .437 | (h) |
| 75 | Kermath | R | M | 6-5x5¾ | .... | 235-2400 | 678.0 | 5.30 | 550-1400 | 6 | Se | I | CNS | 1.75 | 1.75 | .... | .... | .375 | .375 | .375 | .375 | 45 |
| 76 | Kermath | VFL | M | 8-3 1/16x3¾ | .... | 85-3600 | 220.0 | 6.30 | 145-1800 | 8 | In | L | CNS | 1.53 | 1.53 | .... | .... | .292 | .292 | .310 | .310 | 45 |
| 77 | Kermath | VFH | M | 8-3 1/16x3¾ | .... | 90-3600 | 220.0 | 6.30 | 160-1800 | 8 | In | L | Sil | 1.53 | 1.53 | .... | .... | .292 | .292 | .310 | .310 | 45 |
| 78 | Kermath | VZ | M | 12-2¾x3¾ | .... | 110-3800 | 267.3 | 6.70 | 186-2100 | 12 | In | L | CNS | 1.53 | 1.53 | .... | .... | .292 | .292 | .311 | .312 | 45 |
| 79 | Kermath | V | M | 12-5x6 | .... | 500-2400 | 1414.0 | 5.30 | 1070-1400 | 6 | Se | I | CNS | 1.75 | 1.75 | .... | .... | .375 | .375 | .437 | .437 | 45 |
| 80 | Lathrop | Mystic | M | 6-4½x5½ | .... | 96-1600 | 524.8 | .... | 321-1350 | 6 | Se | L | CNS | 2.25 | 2.25 | 2.00 | 2.00 | .375 | .375 | .437 | .437 | 45 |
| 81 | Lathrop | Mystic | M | 6-4¾x5½ | .... | 106-1600 | 584.7 | .... | 379- 900 | 6 | Se | L | CNS | 2.25 | 2.25 | 2.00 | 2.00 | .375 | .375 | .437 | .437 | 45 |
| 82 | Lathrop | Mystic | M | 6-5½x6½ | .... | 155-1500 | 926.5 | .... | 561-1200 | 6 | Se | L | CNS | 2.68 | 2.68 | 2.31 | 2.31 | .437 | .437 | .500 | .500 | 45 |
| 83 | Lathrop | Mystic | M | 6-5¾x6½ | .... | 179-1600 | 1012.8 | .... | 640-1100 | 6 | Se | L | CNS | 2.68 | 2.68 | 2.31 | 2.31 | .437 | .437 | .500 | .500 | 45 |
| 84 | Lathrop | Engineers | M | 4-5½x7 | .... | 64-1000 | 665.2 | .... | 373- 650 | 1 | Se | L | CNS | 2.68 | 2.50 | 2.31 | 2.12 | .375 | .375 | .500 | .500 | 45 |
| 85 | Lathrop | Engineers | M | 4-6x7 | .... | 76-1000 | 791.6 | .... | 461- 700 | 1 | Se | L | CNS | 2.68 | 2.50 | 2.31 | 2.12 | .375 | .375 | .500 | .500 | 45 |
| 86 | Lathrop | Standard | M | 2-5 3/16x6½ | .... | 15.8- 600 | 274.7 | .... | 140- 525 | 1 | Se | T | CNS | 2.25 | 2.25 | 2.00 | 2.00 | .375 | .375 | .437 | .437 | 45 |
| 87 | Lathrop | Standard | M | 2-5½x6½ | .... | 20- 700 | 308.8 | .... | 163- 525 | 1 | Se | T | CNS | 2.25 | 2.25 | 2.00 | 2.00 | .375 | .375 | .437 | .437 | 45 |
| 88 | Lathrop | Standard | M | 3-5 3/16x6½ | .... | 27- 700 | 412.1 | .... | 206- 600 | 1 | Se | T | CNS | 2.25 | 2.25 | 2.00 | 2.00 | .375 | .375 | .437 | .437 | 45 |
| 89 | Lathrop | Standard | M | 3-5½x6½ | .... | 34- 800 | 463.2 | .... | 237- 700 | 1 | Se | T | CNS | 2.25 | 2.25 | 2.00 | 2.00 | .375 | .375 | .437 | .437 | 45 |
| 90 | Lathrop | Standard | M | 4-5 3/16x6½ | .... | 29- 700 | 549.5 | .... | 233- 500 | 1 | Se | T | CNS | 2.25 | 2.25 | 2.00 | 2.00 | .375 | .375 | .437 | .437 | 45 |
| 91 | Lathrop | Standard | M | 4-5½x6½ | .... | 49- 800 | 617.7 | .... | 342- 600 | 1 | Se | T | CNS | 2.25 | 2.25 | 2.00 | 2.00 | .375 | .375 | .437 | .437 | 45 |
| 92 | Lathrop | Standard | M | 6-5½x6½ | .... | 73- 750 | 926.5 | .... | 515- 675 | 1 | Se | T | CNS | 2.25 | 2.25 | 2.00 | 2.00 | .375 | .375 | .437 | .437 | 45 |
| 93 | Lathrop | Standard | M | 6-5½x6½ | .... | 103-1000 | 926.5 | .... | 550- 825 | 1 | Se | T | CNS | 2.25 | 2.25 | 2.00 | 2.00 | .500 | .500 | .437 | .437 | 45 |
| 94 | Lathrop | LH | M | 4-3¼x4 | .... | 38-2200 | 133.0 | .... | 92-2000 | 4 | In | L | CNS | .... | .... | 1.25 | 1.12 | .312 | .312 | .312 | .312 | 30 |
| 95 | Lathrop | LH | M | 4-4x4½ | .... | 49-1900 | 226.0 | .... | 152-1300 | 4 | In | L | CNS | .... | .... | 1.50 | 1.37 | .312 | .312 | .375 | .375 | 30 |
| 96 | Lathrop | LH | M | 6-3¾x4¼ | .... | 62-2200 | 282.0 | .... | 173- 550 | 6 | In | L | CNS | .... | .... | 1.50 | 1.37 | .312 | .312 | .375 | .375 | 30 |
| 97 | Lehman-Ford | F5 | M | 4-3⅞x4¼ | .... | 50-2500 | 200.5 | 4.22 | 122-1000 | 4 | In | L | CNS | 1.37 | 1.37 | .... | .... | .287 | .287 | .310 | .310 | 45 |
| 98 | Lehman-Ford | D5 | M | 8-2.6x3.2 | .... | 60-3800 | 136.0 | 6.60 | 94-2500 | 8 | In | L | CNS | 1.28 | 1.28 | .... | .... | .276 | .276 | .279 | .279 | 45 |

For abbreviations see pages 242 and 243

# COMMERCIAL VEHICLE ENGINES—*continued*

| Front End Drive—Type | PISTONS | | | | Number of Rings per Piston | CONNECTING RODS | | | CRANKSHAFT | | | | | | Oil Pressure To | SPARK PLUG | | CARBURETOR | | Adapted for Use of Kerosene or Distillate | Weight (Without Carburetor or Ignition)—Lbs. | OVERALL DIMENSIONS (In.) | | | Line Number |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Material | Length (In.) | Weight (with Pins, Rings and Bushing)—(Oz.) | Piston Pin—Diameter and Length (In.) | | Material | Center to Center Length (In.) | Weight—With Bushing and Cap (Oz.) | Material | Counterbalances Used | Crank-pin Diameter and Length (In.) | Main Bearings Number | Main Bearings Diameter and Length (In.) Front | Main Bearings Diameter and Length (In.) Rear | | Recommended Make | Thread Size | Make | Size | | | Width | Height | Length | |
| HG | CI | 3.06 | 28.0 | .750x2.56 | 3 | AS | 6 9/16 | 21 | CS | Y | 1.75x1.12 | 2 | 2.00x1.56 | 2.00x1.62 | abe | Op | ⅞-18 | Op | Op | K | 270 | 15¼ | 18½ | 18⅝ | 1 |
| HG | CI | 3.06 | 29.5 | .750x2.81 | 3 | AS | 6 9/16 | 21 | CS | Y | 1.75x1.12 | 2 | 2.00x1.56 | 2.00x1.62 | abe | Op | ⅞-18 | Op | Op | K | 270 | 15¼ | 18½ | 18⅝ | 2 |
| HG | CI | 2.68 | 17.5 | .687x2.18 | 3 | 3140 | 5⅛ | 15.5 | 1045 | N | 1.50x1.00 | 3 | 2.00x1.31 | 2.00x1.37 | abce | Op | 14 mm. | Op | Op | K-D | 179 | 14¾ | 16 9/16 | 21 5/16 | 3 |
| HG | CI | 2.68 | 19.0 | .687x2.18 | 3 | 3140 | 5⅛ | 15.5 | 1045 | N | 1.50x1.00 | 3 | 2.00x1.31 | 2.00x1.37 | abce | Op | 14 mm. | Op | Op | K-D | 179 | 14¾ | 16 9/16 | 21 5/16 | 4 |
| HG | CI | 2.43 | 18.0 | .750x2.18 | 3 | 3140 | 6 9/16 | 21 | 1045 | N | 1.75x1.12 | 3 | 2.00x1.56 | 2.00x1.62 | abce | Op | 18 mm. | Op | Op | K-D | 250 | 16⅝ | 18¾ | 24 3/16 | 5 |
| HG | CI | 3.06 | 28.0 | .750x2.56 | 3 | 3140 | 6 9/16 | 21 | 1045 | N | 1.75x1.12 | 3 | 2.00x1.56 | 2.00x1.62 | abce | Op | ⅞-18 | Op | Op | K-D | 283 | 16⅝ | 18¾ | 24 3/16 | 6 |
| HG | CI | 3.06 | 29.5 | .750x2.81 | 3 | 3140 | 6 9/16 | 21 | 1045 | N | 1.75x1.12 | 3 | 2.00x1.56 | 2.00x1.62 | abce | Op | ⅞-18 | Op | Op | K-D | 291 | 16⅝ | 18¾ | 24 3/16 | 7 |
| HG | CI | 4.31 | 49.0 | 1.00x3.12 | 3 | 1035 | 8 | 37.5 | 1045 | N | 2.00x1.50 | 3 | 2.00x2.18 | 2.00x2.62 | abce | Op | ⅞-18 | Op | Op | K-D | 460 | 17½ | 23¼ | 29⅞ | 8 |
| HG | CI | 4.12 | 56.5 | 1.00x3.37 | 3 | 1035 | 8 | 37.5 | 1045 | N | 2.00x1.50 | 3 | 2.00x2.18 | 2.00x2.62 | abce | Op | ⅞-18 | Op | Op | K-D | 460 | 17½ | 23¼ | 29⅞ | 9 |
| HG | CI | 4.31 | 56.0 | 1.00x3.62 | 3 | 1035 | 8 | 37.5 | 1045 | N | 2.00x1.50 | 3 | 2.00x2.18 | 2.00x2.62 | abce | Op | ⅞-18 | Op | Op | K-D | 460 | 17½ | 23¼ | 29⅞ | 10 |
| HG | CI | 4.87 | 67.5 | 1.37x2.37 | 5 | 1035 | 9½ | 58.5 | 1045 | N | 2.00x2.25 | 3 | 2.00x3.18 | 2.00x3.31 | abce | Op | ⅞-18 | Op | Op | K-D | 655 | 20 17/32 | 28 7/32 | 36 5/32 | 11 |
| HG | CI | 4.87 | 73.5 | 1.37x2.37 | 5 | 1035 | 9½ | 58.5 | 1045 | N | 2.00x2.25 | 3 | 2.00x3.18 | 2.00x3.31 | abce | Op | ⅞-18 | Op | Op | K-D | 655 | 20 17/32 | 28 7/32 | 36 5/32 | 12 |
| HG | CI | 5.25 | 82.5 | 1.50x3.75 | 5 | 1035 | 10⅞ | 83 | 1045 | N | 2.50x2.62 | 3 | 3.00x3.37 | 3.00x3.50 | abce | Op | ⅞-18 | Op | Op | K-D | 875 | 21 31/32 | 30⅞ | 41 1/16 | 13 |
| HG | CI | 5.25 | 95.5 | 1.50x4.00 | 5 | 1035 | 10⅞ | 83 | 1045 | N | 2.50x2.62 | 3 | 3.00x3.37 | 3.00x3.50 | abce | Op | ⅞-18 | Op | Op | K-D | 880 | 21 31/32 | 30⅞ | 41 1/16 | 14 |
| HG | CI | 5.25 | 103.0 | 1.50x4.25 | 5 | 1035 | 10⅞ | 83 | 1045 | N | 2.50x2.62 | 3 | 3.00x3.37 | 3.00x3.50 | abce | Op | ⅞-18 | Op | Op | K-D | 885 | 21 31/32 | 30⅞ | 41 1/16 | 15 |
| HG | CI | 5.25 | 106.5 | 1.50x4.50 | 5 | 1035 | 10⅞ | 83 | 1045 | N | 2.50x2.62 | 3 | 3.00x3.37 | 3.00x3.50 | abce | Op | ⅞-18 | Op | Op | K-D | 890 | 21 31/32 | 30⅞ | 41 1/16 | 16 |
| HG | CI | 7.00 | 196.5 | 1.87x4.87 | 5 | 1035 | 13¼ | 178 | 1045 | N | 3.00x3.00 | 3 | 3.75x4.37 | 3.75x4.50 | abce | Op | ⅞-18 | Op | Op | K-D | 1800 | 26 15/16 | 38 | 52½ | 17 |
| HG | CI | 7.00 | 222.5 | 1.87x5.37 | 5 | 1035 | 13¼ | 178 | 1045 | N | 3.00x3.00 | 3 | 3.75x4.37 | 3.75x4.50 | abce | Op | ⅞-18 | Op | Op | K-D | 1815 | 26 15/16 | 38 | 52½ | 18 |
| HG | CI | 7.00 | 240.0 | 1.87x5.75 | 5 | 1035 | 13¼ | 178 | 1045 | N | 3.00x3.00 | 3 | 3.75x4.37 | 3.75x4.50 | abce | Op | ⅞-18 | Op | Op | K-D | 1850 | 26 15/16 | 38 | 52½ | 19 |
| HG | CI | 3.50 | 52.7 | .875x2.67 | 4 | 1035 | 7 | 26 | CS | Op | 1.98x1.02 | 7 | 2.50x1.39 | 2.50x1.93 | abce | Op | ⅞-18 | Op | Op | K-D | 480 | 21½ | 22 27/32 | 33 7/16 | 20 |
| HG | CI | 3.50 | 52.7 | .875x2.79 | 4 | CS | 7 | 26 | CS‡ | N | 2.00x1.25 | 7 | 2.50x1.31 | 2.50x1.93 | abe | Op | ⅞-18 | Op | Op | K | 480 | 16¾ | 20 | 33 7/16 | 21 |
| HG | Al | 3.50 | ..... | .875x2.90 | 4 | CS | 7 | 26 | CS‡ | N | 2.00x1.25 | 7 | 2.50x1.31 | 2.50x1.93 | abe | Op | ⅞-18 | Op | Op | K | ...... | 16¾ | 20 | 33 7/16 | 22 |
| HG | CI | 4.37 | 43.0 | 1.00x2.90 | 4 | 1035 | 8 | 37.5 | 1045 | Op | 2.00x1.50 | 7 | 2.50x1.31 | 2.50x2.12 | abce | Op | ⅞-18 | Op | Op | K-D | 550 | 17⅝ | 23½ | 37⅜ | 23 |
| HG | CI | 4.18 | 48.0 | 1.00x3.15 | 4 | 1035 | 8 | 37.5 | 1045 | Op | 2.00x1.50 | 7 | 2.50x1.31 | 2.50x2.12 | abce | Op | ⅞-18 | Op | Op | K-D | 560 | 17⅝ | 23½ | 37⅜ | 24 |
| HG | CI | 4.12 | 56.5 | 1.00x3.37 | 4 | 1035 | 8 | 37.5 | 1045 | Op | 2.00x1.50 | 7 | 2.50x1.31 | 2.50x2.12 | abce | Op | ⅞-18 | Op | Op | K-D | 565 | 17⅝ | 23½ | 37⅜ | 25 |
| HG | Al | 4.18 | 40.5 | 1.00x3.51 | 5 | 1035 | 8 | 37.5 | 1045 | Op | 2.00x1.50 | 7 | 2.50x1.31 | 2.50x2.12 | abce | Op | ⅞-18 | Op | Op | K-D | 570 | 17⅝ | 23½ | 37⅜ | 26 |
| HG | CI | 4.56 | 64.5 | 1.12x3.56 | 5 | 1035 | 9⅛ | 51.5 | 1045 | Op | 2.25x1.50 | 7 | 2.62x1.75 | 2.62x2.75 | abce | Op | ⅞-18 | Op | Op | K-D | 805 | 21 | 27 | 41 15/16 | 27 |
| HG | CI | 4.56 | 65.0 | 1.12x3.62 | 5 | 1035 | 9⅛ | 51.5 | 1045 | Op | 2.25x1.50 | 7 | 2.62x1.75 | 2.62x2.75 | abce | Op | ⅞-18 | Op | Op | K-D | 810 | 21 | 27 | 41 15/16 | 28 |
| HG | CI | 4.56 | 83.0 | 1.12x3.68 | 5 | 1035 | 9⅛ | 51.5 | 1045 | Op | 2.25x1.50 | 7 | 2.62x1.75 | 2.62x2.75 | abce | Op | ⅞-18 | Op | Op | K-D | 820 | 21 | 27 | 41 15/16 | 29 |
| HG | CI | 4.87 | 79.5 | 1.25x3.93 | 5 | 1035 | 9⅝ | 64.5 | 1045 | Op | 2.50x1.75 | 7 | 3.00x2.00 | 3.00x3.00 | abce | Op | ⅞-18 | Op | Op | K-D | 975 | 21 11/32 | 31 13/16 | 45 9/16 | 30 |
| HG | CI | 4.87 | 85.0 | 1.25x3.93 | 5 | 1035 | 9⅝ | 64.5 | 1045 | Op | 2.50x1.75 | 7 | 3.00x2.00 | 3.00x3.00 | abce | Op | ⅞-18 | Op | Op | K-D | 975 | 21 11/32 | 31 13/16 | 45 9/16 | 31 |
| HG | CI | 4.87 | 87.0 | 1.25x4.06 | 5 | 1035 | 9⅝ | 64.5 | 1045 | Op | 2.50x1.75 | 7 | 3.00x2.00 | 3.00x3.00 | abce | Op | ⅞-18 | Op | Op | K-D | 975 | 21 11/32 | 31 13/16 | 45 9/16 | 32 |
| HG | Al | 4.87 | ..... | 1.25x4.10 | 4 | AS | 9⅜ | ...... | CS‡ | Y | 3.00x2.00 | 7 | 3.50x1.93 | 3.50x2.93 | abce | Op | ⅞-18 | Op | Op | K | ...... | 22 5/16 | 30 | 44¾ | 33 |
| HG | Al | 4.87 | 60.0 | 1.25x3.93 | 5 | 3140 | 9⅜ | 81 | 1045 | Op | 2.62x2.00 | 7 | 3.00x1.93 | 3.00x2.93 | abce | Op | ⅞-18 | Op | Op | K-D | 1000 | 21 11/32 | 31 13/16 | 45 9/16 | 34 |
| HG | Al | 4.87 | 62.0 | 1.25x4.06 | 5 | 3140 | 9⅜ | 81 | 1045 | Op | 2.62x2.00 | 7 | 3.00x1.93 | 3.00x2.93 | abce | Op | ⅞-18 | Op | Op | K-D | 1010 | 21 11/32 | 31 13/16 | 45 9/16 | 35 |
| HG | Al | 4.87 | ..... | 1.25x4.10 | 4 | AS | 9⅜ | ...... | CS‡ | Y | 3.00x2.00 | 7 | 3.50x1.93 | 3.50x2.93 | abce | Op | ⅞-18 | Op | Op | K | ...... | 22 5/16 | 30 | 44¾ | 36 |
| HG | Al | 6.50 | 95.0 | 1.50x4.43 | 4 | 3140 | 12 | 143 | 1045 | Op | 3.00x2.25 | 7 | 3.50x2.37 | 3.50x3.50 | abcde | Op | ⅞-18 | Op | Op | K-D | 1810 | 24½ | 40½ | 54½ | 37 |
| HG | Al | 6.87 | 105.0 | 1.50x4.56 | 4 | 3140 | 12 | 143 | 1045 | Op | 3.00x2.25 | 7 | 3.50x2.37 | 3.50x3.50 | abcde | Op | ⅞-18 | Op | Op | K-D | 1810 | 24½ | 40½ | 54½ | 38 |
| HG | Al | 6.87 | 117.5 | 1.50x4.81 | 4 | 3140 | 12 | 143 | 1045 | Op | 3.00x2.25 | 7 | 3.50x2.37 | 3.50x3.50 | abcde | Op | ⅞-18 | Op | Op | K-D | 1830 | 24½ | 40½ | 54½ | 39 |
| HG | Al | 7.25 | 127.5 | 1.50x5.06 | 4 | 3140 | 12 | 143 | 1045 | Op | 3.00x2.25 | 7 | 3.50x2.37 | 3.50x3.50 | abcde | Op | ⅞-18 | Op | Op | K-D | 1830 | 24½ | 40½ | 54½ | 40 |
| HG | CI | 4.71 | 63.0 | 1.29x3.37 | 4 | AS | 10 | 73 | CNS | N | 2.25x2.23 | 2♠ | SAE-313 | SAE-315 | Splash | CA | ⅞-18 | Zen | 1¼ | K-D | 1435§ | 22½ | 39 | 40 23/32 | 41 |
| HG | CI | 6.03 | 95.0 | 1.29x3.68 | 4 | AS | 11¼ | 102.4 | CNS | N | 2.62x2.73 | 2♠ | SAE-314 | SAE-316 | Splash | CA | ⅞-18 | Zen | 1¼ | K-D | 1735§ | 25¾ | 42 13/16 | 42 | 42 |
| HG | CI | 5.82 | 122.0 | 1.48x4.12 | 4 | AS | 13 | 152 | CNS | N | 3.12x2.73 | 2♠ | SAE-315 | SAE-318 | Splash | CA | ⅞-18 | Zen | 1¼ | K-D | 2160§ | 27¼ | 44½ | 45 15/16 | 43 |
| HG | CI | 3.93 | 45.0 | 1.10x3.05 | 4 | AS | 9¼ | 49 | CS‡ | N | 2.25x1.62 | 7 | 2.70x1.53 | 2.70x2.54 | abcde | CA | ⅞-18 | Zen | 1⅜ | D | 1920§ | 28 | 35⅜ | 49 9/16 | 44 |
| HG | Al | 4.56 | 34.4 | 1.10x3.17 | 4 | AS | 9¼ | 49 | CS‡ | N | 2.25x1.62 | 7 | 2.70x1.53 | 2.70x2.54 | abcde | CA | ⅞-18 | Zen | 1⅜ | K-D | 1950§ | 28 | 35⅜ | 49 9/16 | 45 |
| HG | CI | 5.75 | 130.0 | 1.50x4.10 | 4 | AS | 11¾ | 137 | CNS | N | 2.75x2.25 | 7 | 3.25x2.56 | 3.25x3.50 | abcde | CA | ⅞-18 | Zen | 1½ | No | 3120§ | 35 | 50 3/16 | 59⅛ | 46 |
| HG | CI | 3.50 | 24.6 | .874x2.70 | 3 | CS | 7¼ | 28.3 | CS | N | 1.75x1.06 | 3 | 2.12x1.18 | 2.12x1.43 | abcde | AC | 18 mm. | Zen | 1 | No | 347 | ...... | ...... | ...... | 47 |
| Ch | CI | 3.93 | 31.2 | .978x2.88 | 4 | CS | 8¼ | 34.3 | CS | Y | 2.00x1.14 | 4 | 2.62x1.54 | 2.62x2.09 | abcde | AC | 18 mm. | Zen | 1¼ | No | 474 | ...... | ...... | ...... | 48 |
| HG | CI | 3.93 | 31.2 | .978x2.88 | 4 | CS | 8¼ | 34.3 | CS | Y | 2.00x1.14 | 4 | 2.62x1.54 | 2.62x2.09 | abcde | AC | 18 mm. | Zen | 1¼ | No | 550 | ...... | ...... | ...... | 49 |
| HG | CI | 3.50 | 34.5 | .919x2.95 | 4 | AS | 8 9/16 | 38.1 | CNS | Y | 2.12x1.34 | 4 | 2.37x1.21 | 2.37x1.81 | abcde | AC | ⅞-18 | Zen | 1¼ | No | 742 | ...... | ...... | ...... | 50 |
| HG | CI | 3.50 | 36.3 | .919x2.95 | 4 | AS | 8 9/16 | 38.1 | CNS | Y | 2.12x1.34 | 4 | 2.37x1.21 | 2.37x1.81 | abcde | AC | ⅞-18 | Zen | 1¼ | No | 732 | ...... | ...... | ...... | 51 |
| HG | Al | 4.56 | 29.6 | 1.10x3.17 | 4 | AS | 9¼ | 48.9 | CS | N | 2.25x1.40 | 7 | 2.70x1.54 | 2.70x2.54 | abcde | AC | ⅞-18 | Zen | 1¼ | No | 907 | ...... | ...... | ...... | 52 |
| HG | Al | 4.90 | 42.7 | 1.10x3.55 | 4 | AS | 9 | 49.6 | CS | Y | 2.25x1.40 | 7 | 2.70x1.62 | 2.70x2.54 | abcde | AC | ⅞-18 | Zen | 1¼ | No | 935 | ...... | ...... | ...... | 53 |
| HG | Al | 4.50 | 43.6 | 1.10x3.55 | 4 | AS | 9 | 49.6 | CS | Y | 2.25x1.40 | 7 | 2.70x1.62 | 2.70x2.54 | abcde | AC | ⅞-18 | Zen | 1¼ | No | 945 | ...... | ...... | ...... | 54 |
| HG | Al | 4.31 | 49.8 | 1.10x3.80 | 4 | AS | 9 | 49.6 | CS | Y | 2.25x1.40 | 7 | 2.70x1.62 | 2.70x2.54 | abcde | AC | ⅞-18 | Zen | 1½ | No | 950 | ...... | ...... | ...... | 55 |
| HG | Al | 5.50 | 112.6 | 1.49x4.32 | 4 | CS | 11¾ | 136.9 | CNS | Y | 2.75x2.25 | 7 | 3.25x2.56 | 3.25x3.50 | abcde | AC | ⅞-18 | Zen | 1½ | No | 1790 | ...... | ...... | ...... | 56 |
| HG | CI | 2.68 | 19.0 | .687x2.18 | 3 | CS | 5⅛ | 15.5 | CS | N | 1.50x1.00 | 3 | 2.00x1.37 | 2.00x1.31 | abcr | CH | 14 mm. | Str | ¾ | No | 260 | 18 11/16 | 17⅝ | 28 5/16 | 57 |
| HG | Al | 3.06 | 20.0 | .750x2.87 | 3 | 3140 | 6 9/16 | 20.0 | CS | N | 1.75x1.12 | 3 | 2.00x1.62 | 2.00x1.58 | abcr | CH | ⅞-18 | Str | 1¼ | No | 370 | 23⅛ | 21 15/16 | 34 3/16 | 58 |
| HG | Al | 3.06 | 20.0 | .750x2.87 | 3 | 3140 | 6 9/16 | 20.0 | CS | N | 1.75x1.12 | 3 | 2.00x1.62 | 2.00x1.58 | abcr | CH | ⅞-18 | Str | 1¼ | No | 405 | 23⅛ | 21 15/16 | 34 3/16 | 59 |
| HG | Al | 4.12 | ..... | 1.00x3.37 | 3 | CS | 8 | 37.5 | CS | N | 2.00x2.25 | 3 | 2.00x2.62 | 2.00x2.00 | abcr | CH | ⅞-18 | Str | 1¼ | No | ...... | 21 | 27¾ | 46⅛ | 60 |
| SG | CI | 4.12 | 73.0 | .875x3.12 | 3 | CS | 9 | 38 | CS | N | 1.37x2.25 | 3 | 1.37x3.62 | 1.37x3.00 | Splash | CH | ⅞-18 | May | ⅞ | No | 590 | 18¼ | 25¼ | 40 5/16 | 61 |
| HG | Al | 4.31 | ..... | 1.00x3.37 | 3 | CS | ...... | ...... | CS | N | 2.00x1.50 | 3 | 2.00x2.62 | 2.00x2.00 | abcr | CH | ⅞-18 | Str | 1¼ | No | 700 | 21 | 27¾ | 46⅛ | 62 |
| HG | Als | 5.25 | 62.0 | 1.25x3.87 | 4 | CS | 11 | 81 | CS | N | 2.00x2.25 | 5 | 2.00x3.87 | 2.00x2.62 | abce | CH | ⅞-18 | Str | 1½ | No | 830 | 23⅞ | 31⅝ | 55 15/16 | 63 |
| HG | Al | 3.50 | ..... | .875x2.79 | 4 | CS | 7 | 26 | CS | N | 1.98x1.02 | 7 | 2.50x1.93 | 2.50x1.87 | abcr | CH | 14 mm. | Str | 1½ | No | 620 | 24 | 24⅛ | 42 5/16 | 64 |
| HG | Al | 3.50 | ..... | .875x2.79 | 4 | CS | 7 | 26 | CS | N | 1.98x1.02 | 7 | 2.50x1.93 | 2.50x1.87 | abcr | CH | 14 mm. | Str | 1½ | No | 620 | 24 | 24⅛ | 42 5/16 | 65 |
| HG | Al | 4.12 | 36.0 | 1.00x3.37 | 4 | CS | 8 | 38 | CS | N | 2.00x1.50 | 7 | 2.50x2.12 | 2.50x1.37 | abcr | CH | ⅞-18 | Str | 1½ | No | 795 | 22 13/16 | 27¾ | 52⅜ | 66 |
| HG | Al | 4.12 | 36.0 | 1.00x3.37 | 4 | CS | 8 | 38 | CS | N | 2.00x1.50 | 7 | 2.50x2.12 | 2.50x1.37 | abcr | CH | ⅞-18 | Str | 1½ | No | 865 | 22 13/16 | 27¾ | 52⅜ | 67 |
| HG | Al | 4.18 | ..... | 1.00x3.51 | 4 | CS | 8 | 38 | CS | N | 2.00x1.50 | 7 | 2.50x2.12 | 2.50x1.37 | abcr | CH | ⅞-18 | Str | 1½ | No | 865 | 22 13/16 | 27¾ | 52⅜ | 68 |
| HG | Al | 4.56 | ..... | 1.12x3.68 | 4 | CS | 9⅛ | 51 | CS | N | 2.25x1.50 | 7 | 2.62x1.75 | 2.62x2.75 | abcr | CH | 14 mm. | Str | 1¾ | No | 1125 | 24¼ | 29⅝ | 56 3/16 | 69 |
| HG | Als | 5.25 | 62.0 | 1.25x3.62 | 4 | CS | 11 | 80 | CS | N | 2.25x2.23 | 7 | 2.50x3.91 | 2.50x2.56 | abcder | CH | 14 mm. | Str | 2 | No | 1530 | 26¾ | 33¼ | 69 13/16 | 70 |
| HG | Als | 5.25 | 62.0 | 1.25x3.62 | 4 | CS | 11 | 80 | CS | N | 2.25x2.23 | 7 | 2.50x3.91 | 2.50x2.56 | abcder | CH | 14 mm. | Str | 2 | No | 1390 | 25¾ | 33¼ | 69 13/16 | 71 |
| HG | Als | 5.25 | 62.0 | 1.25x3.62 | 4 | CS | 11 | 80 | CS | N | 2.25x2.23 | 7 | 2.50x3.91 | 2.50x2.56 | abcder | CH | 14 mm. | Str | 2 | No | 1530 | 26¾ | 33¼ | 69 13/16 | 72 |
| HG | Als | 6.19 | 82.0 | 1.25x4.50 | 4 | CS | 11 | 80 | CS | N | 2.25x2.23 | 7 | 2.50x3.91 | 2.50x2.62 | abcder | CH | 18 mm. | Str | 2 | No | 1570 | 26¾ | 33¼ | 69 13/16 | 73 |
| HG | Als | 6.19 | 82.0 | 1.25x4.50 | 4 | CS | 11 | 80 | CS | N | 2.25x2.23 | 7 | 2.50x3.91 | 2.50x2.62 | abcder | CH | 14 mm. | Str(2) | 1¾ | No | 1620 | 26⅛ | 34 1/16 | 69 13/16 | 74 |
| SB | Als | 6.19 | 82.0 | 1.25x4.50 | 4 | CS | 11 | 80 | CS | N | 2.25x2.23 | 7 | 2.50x3.91 | 2.50x2.62 | abcder | CH | 18 mm. | Str(2) | 1¾ | No | 1500 | 30½ | 39¾ | 69¾ | 75 |
| HG | Al | ..... | 10.6 | .750x2.85 | 3 | ...... | 7 | 16.5 | ...... | Y | 2.00x1.94 | 3 | 2.00x1.81 | 2.00x2.25 | abr | CH | ⅞-18 | Str | 1 | No | 730 | 29 1/16 | 31 5/16 | 43 | 76 |
| HG | Al | ..... | 10.6 | .750x2.85 | 3 | ...... | 7 | 16.5 | ...... | Y | 2.00x1.94 | 3 | 2.00x1.81 | 2.00x2.25 | ab | CH | ⅞-18 | Str | 1 | No | 640 | 29 1/16 | 31 5/16 | 43 | 77 |
| HG | S | 3.25 | 11.5 | .750x2.48 | 3 | DFS | ...... | 22.5 | ...... | Y | 2.12x1.57 | 4 | 2.40x1.83 | 2.40x2.54 | abce | CH | 14 mm. | Str | 1 | No | 800 | 24 11/16 | 32 | 49 7/16 | 78 |
| SB | Als | 6.19 | 82.0 | 1.25x4.50 | 4 | CS | 11 | 184 | CS | Y | 2.75x2.25 | 7 | 3.00x3.84 | 3.00x2.25 | abcder | CH | 18 mm. | Str(4) | 2 | No | 2480 | 42½ | 43 9/16 | 75 15/16 | 79 |
| HG | CI | 5.75 | 96.0 | 1.37x3.87 | 4 | Dur | 12¼ | 68 | CNS | N | 2.25x2.37 | 7 | 2.75x3.25 | 2.75x2.12 | abce | AC | ⅞-18 | Hol | ...... | No | 1700 | 24½ | 27¾ | 68 | 80 |
| HG | CI | 5.75 | 104.0 | 1.37x4.12 | 4 | Dur | 12¼ | 68 | CNS | N | 2.25x2.37 | 7 | 2.75x3.25 | 2.75x2.12 | abce | AC | ⅞-18 | Hol | ...... | No | 1700 | 24½ | 27¾ | 68 | 81 |
| HG | CI | 6.21 | 176.0 | 1.50x5.00 | 4 | AS | 13¼ | 164 | CNS | N | 2.75x2.75 | 7 | 3.00x3.37 | 3.00x3.25 | abce | AC | ⅞-18 | Hol | ...... | No | 2435 | 24½ | 29⅜ | 78½ | 82 |
| HG | CI | 6.21 | 176.0 | 1.50x5.12 | 4 | AS | 13¼ | 164 | CNS | N | 2.75x2.75 | 7 | 3.00x3.37 | 3.00x3.25 | abce | AC | ⅞-18 | Hol | ...... | No | 2460 | 24½ | 29⅜ | 78½ | 83 |
| HG | CI | 6.25 | 186.0 | 1.50x5.00 | 4 | AS | 13¼ | 172 | CNS | N | 2.75x2.75 | 5 | 3.00x3.50 | 3.00x3.50 | abce | AC | ⅞-18 | Zen | ...... | No | 2100 | 29¼ | 24 | 74¼ | 84 |
| HG | CI | 6.25 | 204.0 | 1.50x5.50 | 4 | AS | 13¼ | 172 | CNS | N | 2.75x2.75 | 5 | 3.00x3.50 | 3.00x3.50 | abce | AC | ⅞-18 | Zen | ...... | No | 2290 | 29¼ | 24 | 75 | 85 |
| HG | CI | 7.00 | 160.0 | 1.37x4.62 | 4 | AS | 12¼ | 96 | CNS | N | 1.87x2.75 | 3 | 2.25x5.00 | 2.25x4.00 | abe | AC | ⅞-18 | Zen | 1¼ | No | 975 | 23½ | 22 | 55½ | 86 |
| HG | CI | 7.00 | 179.0 | 1.37x5.00 | 4 | AS | 12¼ | 96 | CNS | N | 1.87x2.75 | 3 | 2.25x5.00 | 2.25x4.00 | abe | AC | ⅞-18 | Zen | 1¼ | No | 1000 | 23½ | 22 | 55½ | 87 |
| HG | CI | 7.00 | 160.0 | 1.37x4.62 | 4 | AS | 12¼ | 96 | CNS | N | 1.87x2.75 | 4 | 2.25x5.00 | 2.25x4.00 | abe | AC | ⅞-18 | Zen | 1½ | No | 1400 | 25 | 22¼ | 60½ | 88 |
| HG | CI | 7.00 | 179.0 | 1.37x5.00 | 4 | AS | 12¼ | 96 | CNS | N | 1.87x2.75 | 4 | 2.25x5.00 | 2.25x4.00 | abe | AC | ⅞-18 | Zen | 1½ | No | 1450 | 25 | 22¼ | 60½ | 89 |
| HG | CI | 7.00 | 160.0 | 1.37x4.62 | 4 | AS | 12¼ | 96 | CNS | N | 1.87x2.75 | 5 | 2.25x5.00 | 2.25x4.00 | abe | AC | ⅞-18 | Zen | 1½ | No | 1700 | 25¾ | 22¼ | 68½ | 90 |
| HG | CI | 7.00 | 179.0 | 1.37x5.00 | 4 | AS | 12¼ | 96 | CNS | N | 1.87x2.75 | 5 | 2.25x5.00 | 2.25x4.00 | abe | AC | ⅞-18 | Zen | 1½ | No | 1750 | 25¾ | 22¼ | 68½ | 91 |
| HG | CI | 7.00 | 179.0 | 1.37x5.00 | 4 | AS | 12¼ | 96 | CNS | N | 2.12x2.75 | 7 | 2.62x5.00 | 2.62x4.00 | abe | AC | ⅞-18 | Zen(2) | 1½ | No | 2500 | 26½ | 22¾ | 90½ | 92 |
| HG | CI | 7.00 | 179.0 | 1.37x5.00 | 4 | AS | 12¼ | 96 | CNS | N | 2.12x2.75 | 7 | 2.62x5.00 | 2.62x4.00 | abe | AC | ⅞-18 | Zen(2) | 1½ | No | 2500 | 26½ | 22¾ | 88½ | 93 |
| HG | Al | 3.06 | ..... | .750x2.81 | 3 | AS | 6 9/16 | ...... | CNS | N | 1.75x1.25 | 3 | 2.00x1.56 | 2.00x1.62 | abe | AC | ⅞-18 | Zen | 1 | No | 440 | 17½ | 14⅜ | 40½ | 94 |
| HG | Al | 4.12 | ..... | 1.00x3.50 | 3 | AS | 8 | ...... | CNS | N | 2.00x1.50 | 3 | 2.00x2.18 | 2.00x2.62 | abe | AC | ⅞-18 | Zen | 1¼ | No | 690 | 21⅞ | 16 | 51¼ | 95 |
| HG | Al‡ | 4.31 | ..... | 1.00x3.50 | 3 | AS | 8 | ...... | CNS | N | 2.00x1.50 | 7 | 2.50x1.31 | 2.50x2.12 | abe | AC | ⅞-18 | Zen | 1¼ | No | 830 | 21⅛ | 17 | 51 | 96 |
| HG | Al | ..... | ..... | ......... | 3 | AS | ...... | ...... | DFS | Y | 1.50x..., | 3 | 2.00x2.00 | 2.00x..., | Splash | CH | ⅞-18 | Zen | 1 | No | 600 | 22 | 26 | 45½ | 97 |
| HG | CAS | ..... | 10.6 | .687x2.36 | 3 | AS | ...... | ...... | CAS | Y | 1.60x..., | 3 | 2.00x1.35 | 2.00x1.63 | abce | CH | 14 mm. | Str | .81 | No | 510 | 21¼ | 28¾ | 44 | 98 |

For abbreviations see pages 242 and 243

# AMERICAN STOCK, MARINE AND

| Line Number | MAKE AND MODEL | Designed for | Number of Cylinders Bore and Stroke (In.) | Rated Hp. (A.M.A.) | Maximum Brake Hp. at Specified R.P.M. | Piston Displacement (Cu. In.) | Compression Ratio | Maximum Torque at R.P.M. (Lb. Ft.) | No. of Cylinders Cast In One Piece | Crankcase—Upper Half Integral with Cylinders | VALVES Arrangement | Exhaust Head Material or S.A.E. No. | Max. Head Diameter (In.) Intake | Max. Head Diameter (In.) Exhaust | Min. Port Diameter (In.) Intake | Min. Port Diameter (In.) Exhaust | Lift (In.) Intake | Lift (In.) Rxhaust | Stem Diameter (In.) Intake | Stem Diameter (In.) Exhaust | Seat Angle (Degrees) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | Lehman-Ford V5 | M | 8-3 1/16x3 3/4 | | 85-3200 | 221.0 | 6.12 | 140-2000 | 8 | In | L | CNS | 1.53 | 1.53 | | | .307 | .307 | .310 | .310 | 45 |
| 2 | Lehman-Mercury M5 | M | 8-3.185x3 3/4 | | 95-3600 | 239.0 | 6.12 | 170-2100 | 8 | In | L | CNS | 1.53 | 1.53 | | | .307 | .307 | .310 | .310 | 45 |
| 3 | Lehman-Zephyr Z5 | M | 12-2 3/4x3 3/4 | | 110-3600 | 267.2 | 6.70 | 186-2000 | 12 | In | L | CNS | | | | | | | | | |
| 4 | Lycoming DC | T | 4-3 5/16x3 7/8 | 17.5 | 30-2600 | 134.0 | 5.75 | 92-1000 | 4 | In | L | Sil | 1.54 | 1.42 | 1.37 | 1.25 | .281 | .281 | .343 | .343 | 30 |
| 5 | Lycoming AFD | Ind | 4-3 3/4x4 1/2 | 22.5 | 37-1600 | 198.8 | 4.82 | 134-750 | 4 | In | L | Sil | 1.65 | 1.53 | 1.50 | 1.37 | .312 | .312 | .343 | .343 | 45 |
| 6 | Lycoming AFE | T | 4-3 3/4x4 1/2 | 22.5 | 49-2600 | 198.8 | 4.82 | 135-1150 | 4 | In | L | Sil | 1.65 | 1.65 | 1.50 | 1.37 | .312 | .312 | .343 | .343 | 45 |
| 7 | Lycoming WF | C | 6-3 1/4x4 1/4 | 22.5 | 82-3500 | 209.9 | 6.20 | 155-1800 | 6 | In | L | Sil | 1.56 | 1.40 | 1.37 | 1.25 | .312 | .312 | .343 | .343 | (h) |
| 8 | Lycoming ASE | T, B | 6-3 3/4x4 1/2 | 33.7 | 90-3100 | 298.2 | 5.26 | 205-900 | 6 | In | L | Sil | 1.93 | 1.81 | 1.75 | 1.62 | .312 | .312 | .375 | .375 | (h) |
| 9 | Lycoming GFD | Ta | 8-3 1/16x4 3/4 | 30.0 | 74-2800 | 279.9 | 5.75 | 192-800 | 8 | In | L | Sil | 1.56 | 1.40 | 1.37 | 1.25 | .281 | .281 | .343 | .343 | (h) |
| 10 | Lycoming GG | C | 8-3 1/16x4 3/4 | 30.0 | 113-3600 | 279.9 | 6.67 | 210-1800 | 8 | In | L | Sil | 1.56 | 1.40 | 1.37 | 1.25 | .312 | .312 | .343 | .343 | (h) |
| 11 | Lycoming FB | C | 8-3 1/2x3 3/4 | 39.2 | 115-3500 | 288.6 | 6.32 | 222-2000 | 8 | In | HB | Sil | 1.68 | 1.50 | 1.50 | 1.37 | .343 | .343 | .343 | .343 | (h) |
| 12 | Lycoming AEF | T, B | 8-3 3/4x4 3/4 | 45.0 | 120-2800 | 419.6 | 5.26 | 302-1200 | 8 | In | L | Sil | 1.93 | 1.62 | 1.75 | 1.50 | .343 | .343 | .375 | .375 | (h) |
| 13 | Lycoming GH | C | 8-3 1/16x4 3/4 | 30.0 | 148-2000 | 279.9 | 6.67 | 232-2400 | 8 | In | L | Sil | 1.56 | 1.40 | 1.37 | 1.25 | .312 | .312 | .343 | .343 | (h) |
| 14 | Lycoming FC | C | 8-3 1/2x3 3/4 | 39.2 | 175-4200 | 288.6 | 6.32 | 258-2800 | 8 | In | HB | Sil | 1.68 | 1.50 | 1.50 | 1.37 | .343 | .343 | .343 | .343 | (h) |
| 15 | Lycoming BF | T | 12-3 1/2x4 1/2 | 58.8 | 170-3300 | 490.6 | 7.04 | 364-1300 | 12 | In | HH | Sil | 1.65 | 1.56 | 1.37 | 1.37 | .343 | .343 | .343 | .343 | 30 |
| 16 | Lycoming EUF | Ind | 12-4 3/4x4 3/4 | 108.3 | 245-1800 | 1010.1 | 5.12 | | 12 | In | HH | Sil | 2.21 | 2.09 | 2.00 | 1.81 | .437 | .437 | .437 | .437 | 30 |
| 17 | Lycoming UAG | M | 4-3 5/16x3 7/8 | | 58-3400 | 134.0 | 6.50 | 106-1800 | 4 | In | L | Sil | 1.54 | 1.42 | 1.37 | 1.25 | .312 | .312 | .343 | .343 | 30 |
| 18 | Lycoming UAGS | M | 4-3 5/16x3 7/8 | | 80-4500 | 134.0 | 8.80 | | 4 | In | L | Sil | 1.54 | 1.54 | 1.37 | 1.25 | .375 | .375 | .343 | .343 | 30 |
| 19 | Lycoming UF | M | 12-4 3/4x4 3/4 | | 325-2500 | 1010.1 | 5.12 | 750-1700 | 12 | In | HH | Sil | 2.21 | 2.09 | 2.00 | 1.81 | .437 | .437 | .437 | .437 | 30 |
| 20 | Lycoming UFD | M | 12-4 3/4x4 3/4 | | 325-2500 | 1010.1 | 5.12 | 750-1700 | 12 | In | HH | Sil | 2.21 | 2.09 | 2.00 | 1.81 | .437 | .437 | .437 | .437 | 30 |
| 21 | Lycoming UHB | M | 6-3 5/32x4 3/4 | | 175-5000 | 222.9 | 6.70 | 170-2000 | 6 | In | L | Sil | 1.56 | 1.40 | 1.37 | 1.25 | .312 | .312 | .343 | .343 | (h) |
| 22 | Lycoming UHBD | M | 6-3 5/32x4 3/4 | | 175-5000 | 222.9 | 6.70 | 170-2000 | 6 | In | L | Sil | 1.56 | 1.40 | 1.37 | 1.25 | .312 | .312 | .343 | .343 | (h) |
| 23 | Lycoming UHET | M | 6-3 5/32x4 3/4 | | 95-3400 | 222.9 | 6.70 | | 6 | In | L | Sil | 1.46 | 1.34 | 1.37 | 1.25 | .375 | .375 | .343 | .343 | (h) |
| 24 | Lycoming UJ | M | 8-3 5/32x4 3/4 | | 125-3400 | 297.2 | 6.70 | 220-1700 | 8 | In | L | Sil | 1.56 | 1.40 | 1.37 | 1.25 | .312 | .312 | .343 | .343 | (h) |
| 25 | Lycoming UJD | M | 8-3 5/32x4 3/4 | | 125-3400 | 297.2 | 6.70 | 220-1700 | 8 | In | L | Sil | 1.56 | 1.40 | 1.37 | 1.25 | .312 | .312 | .343 | .343 | (h) |
| 26 | Lycoming UEB | M | 8-3 3/4x4 3/4 | | 165-3200 | 419.6 | 6.10 | 305-2000 | 8 | In | L | Sil | 1.93 | 1.81 | 1.75 | 1.62 | .343 | .343 | .375 | .375 | (h) |
| 27 | Lycoming UEBD | M | 8-3 3/4x4 3/4 | | 165-3200 | 419.6 | 6.10 | 305-2000 | 8 | In | L | Sil | 1.93 | 1.81 | 1.75 | 1.62 | .343 | .343 | .375 | .375 | (h) |
| 28 | Mack ENII | T | 6-3 3/16x4 3/8 | 24.4 | 67-3000 | 210.0 | 5.75 | 145-1100 | 6 | In | L | AUS | 1.51 | 1.34 | 1.37 | 1.18 | .296 | .296 | .339 | .341 | 30 |
| 29 | Mack FO | T, B | 6-3 1/2x4 3/8 | 29.4 | 78-3000 | 253.0 | 5.69 | 166-1200 | 6 | In | L | Sil | 1.76 | 1.51 | 1.62 | 1.37 | .354 | .354 | .406 | .406 | (h) |
| 30 | Mack FM | T, B | 6-3 5/8x4 3/8 | 31.6 | 83-3000 | 271.0 | 5.65 | 188-1200 | 6 | In | L | Sil | 1.76 | 1.51 | 1.62 | 1.37 | .354 | .354 | .406 | .406 | (h) |
| 31 | Mack FK | T, B | 6-3 3/4x4 3/8 | 33.8 | 94-3000 | 290.0 | 5.68 | 200-1200 | 6 | In | L | Sil | 1.76 | 1.51 | 1.62 | 1.37 | .354 | .354 | .406 | .406 | (h) |
| 32 | Mack BG | T, B | 6-3 5/8x5 | 31.6 | 96-2800 | 309.6 | 5.40 | 210-1000 | 6 | In | L | MS | 1.89 | 1.76 | 1.62 | 1.50 | .365 | .365 | .375 | .375 | 30 |
| 33 | Mack CU | T, B | 6-3 7/8x5 | 36.0 | 103-2600 | 353.8 | 5.25 | 250-1000 | 6 | In | L | MS | 1.89 | 1.76 | 1.62 | 1.50 | .365 | .365 | .375 | .375 | 30 |
| 34 | Mack CE | T, B | 6-4x5 1/2 | 38.4 | 108-2400 | 414.6 | 5.00 | 270-1000 | 6 | Se | L | MS | 2.17 | 2.01 | 1.81 | 1.68 | .375 | .375 | .500 | .500 | 30 |
| 35 | Mack CF | T, B | 6-4 1/4x5 1/2 | 43.3 | 118-2400 | 467.9 | 5.00 | 310-1000 | 6 | Se | L | MS | 2.17 | 2.01 | 1.81 | 1.68 | .375 | .375 | .500 | .500 | 30 |
| 36 | Mack CT | T, B | 6-4 1/2x5 1/2 | 48.6 | 126-2400 | 524.8 | 4.80 | 350-1000 | 6 | Se | L | MS | 2.17 | 2.01 | 1.81 | 1.68 | .375 | .375 | .500 | .500 | 30 |
| 37 | Mack EO | T, B | 6-4 3/8x5 3/4 | 45.7 | 148-2200 | 519.0 | 5.50 | 380-1000 | 6 | In | I | MS | 2.18 | 1.89 | 2.04 | 1.75 | .500 | .500 | .437 | .437 | 30 |
| 38 | Mack EP | T, B | 6-4 3/4x5 3/4 | 54.1 | 160-2200 | 611.0 | 5.40 | 465-900 | 6 | In | I | MS | 2.18 | 1.89 | 2.04 | 1.75 | .500 | .500 | .437 | .437 | 30 |
| 39 | Mack EY | T, B | 6-5x6 | 60.0 | 170-2100 | 706.5 | 5.30 | 500-800 | 6 | In | I | MS | 2.18 | 1.89 | 2.04 | 1.75 | .500 | .500 | .437 | .437 | 30 |
| 40 | Minneapolis-Moline RE | Tr | 4-3 5/8x4 1/2 | 26.0 | 31-1500 | 185.7 | 4.50 | 114-1100 | 2 | Se | F | Sil | 1.47 | 1.47 | 1.25 | 1.25 | .355 | .355 | .341 | .341 | 45 |
| 41 | Minneapolis-Moline KEA | Tr | 4-4 1/4x5 | 33.0 | 39-1150 | 283.7 | 4.33 | 181-1000 | 4 | Se | I | Sil | 1.72 | 1.50 | 1.50 | 1.37 | .488 | .488 | .375 | .375 | 45 |
| 42 | Minneapolis-Moline KEC | Tr | 4-4 1/4x5 | 36.0 | 42-1275 | 283.7 | 4.33 | 181-1000 | 4 | Se | I | Sil | 1.72 | 1.50 | 1.50 | 1.37 | .488 | .488 | .437 | .437 | 45 |
| 43 | Minneapolis-Moline KED | Tr | 4-4 1/4x5 | 39.0 | 46-1275 | 283.7 | 5.60 | 199-1050 | 4 | Se | I | Sil | 1.72 | 1.50 | 1.50 | 1.37 | .488 | .488 | .437 | .437 | 45 |
| 44 | Minneapolis-Moline GE | Tr | 4-4 5/8x6 | 46.0 | 54-1075 | 403.2 | 4.25 | 273-850 | 2 | Se | I | Sil | 1.84 | 1.72 | 1.62 | 1.50 | .488 | .488 | .437 | .437 | 45 |
| 45 | Murray & Tregurtha OC-4 | M | 4-6 1/2x8 | | 80-1000 | 1062.4 | 3.33 | 560-600 | 2 | Se | I | Spec | 2.46 | 2.46 | 2.25 | 2.25 | .500 | .500 | .437 | .437 | 30 |
| 46 | Murray & Tregurtha M-4 | M | 4-6 1/2x8 | | 90-1000 | 1062.4 | 4.20 | 660-700 | 2 | Se | I | Spec | 2.46 | 2.46 | 2.25 | 2.25 | .500 | .500 | .437 | .437 | 30 |
| 47 | Murray & Tregurtha K-6 | M | 6-6 1/4x7 3/4 | | 325-1650 | 1426.6 | 5.25 | 1110-1525 | 3 | Se | I | Spec | 2.46 | 2.46 | 2.25 | 2.25 | .375 | .375 | .437 | .437 | 30 |
| 48 | Murray & Tregurtha OC-6 | M | 6-6 1/2x8 | | 140-1100 | 1593.6 | 3.33 | 910-600 | 2 | Se | I | Spec | 2.46 | 2.46 | 2.25 | 2.25 | .500 | .500 | .437 | .437 | 30 |
| 49 | Murray & Tregurtha M-6 | M | 6-6 1/2x8 | | 175-1100 | 1593.6 | 4.20 | 882-695 | 2 | Se | I | Spec | 2.46 | 2.46 | 2.25 | 2.25 | .500 | .500 | .437 | .437 | 30 |
| 50 | Murray & Tregurtha OCX-6 | M | 6-7 1/4x8 | | 175-1100 | 1981.4 | 4.00 | 1030-800 | 2 | Se | I | Spec | 2.71 | 2.46 | 2.37 | 2.25 | .531 | .531 | .437 | .437 | 30 |
| 51 | Plymouth PT-81 | T | 6-3 1/8x4 3/8 | 23.4 | 70-3000 | 201.3 | 6.70 | 148-1200 | 6 | In | L | Sil | 1.46 | 1.46 | 1.31 | 1.31 | .312 | .312 | .340 | .340 | 45 |
| 52 | Regal Y | M | 1-3 1/4x3 1/2 | | 2-800 | 29.0 | | -700 | 1 | Se | L | CI | | | 1.12 | 1.12 | .312 | .312 | .312 | .312 | 45 |
| 53 | Regal OA | M | 1-4x4 1/2 | | 4-800 | 56.0 | | -650 | 1 | Se | L | CI | | | 1.50 | 1.50 | .312 | .312 | .375 | .375 | 45 |
| 54 | Regal HA | M | 1-4 3/4x5 1/2 | | 6-800 | 97.0 | | | 1 | Se | L | CI | | | 2.00 | 2.00 | .375 | .375 | .375 | .375 | 45 |
| 55 | Regal EA | M | 1-5 1/4x6 1/2 | | 7-600 | 141.0 | | | 1 | Se | L | CI | | | 2.12 | 2.12 | .375 | .375 | .375 | .375 | 45 |
| 56 | Regal DV | M | 2-2 1/2x2 3/4 | | 5-2000 | 27.0 | | | 2 | In | L | AS | | | | | | | | | |
| 57 | Regal XB | M | 2-3 1/4x4 | | 15-1900 | 66.3 | | | 2 | In | L | AS | | | | | | | | | |
| 58 | Regal NB | M | 2-4x4 1/2 | | 8-800 | 112.0 | | | 1 | Se | L | CI | | | 1.50 | 1.50 | .312 | .312 | .375 | .375 | 45 |
| 59 | Regal (6) GB | M | 2-4 3/4x6 | | 16-1000 | 213.0 | | -800 | 2 | Se | L | CI | | | 2.18 | 2.18 | .375 | .375 | .375 | .375 | 45 |
| 60 | Regal KB | M | 2-5 1/2x7 | | 16-600 | 332.0 | | -500 | | Se | L | CI | | | 2.37 | 2.37 | .437 | .437 | .437 | .437 | 45 |
| 61 | Regal LB | M | 2-6 1/2x8 | | 20-600 | 531.0 | | -500 | 1 | Se | L | CI | | | 2.62 | 2.62 | .437 | .437 | .500 | .500 | 45 |
| 62 | Regal SC | M | 4-7 1/2x9 | | 50-400 | 1590.0 | | | 1 | Se | L | CI | | | 2.62 | 2.62 | .375 | .375 | .562 | .562 | 45 |
| 63 | Reo 212 | T | 6-3 1/4x4 1/4 | 25.3 | 77-3200 | 212.0 | 6.20 | 147-1000 | 6 | In | L | Sil | 1.78 | 1.62 | | | .312 | .312 | .372 | .371 | 45 |
| 64 | Reo 245 | T, B | 6-3 1/2x4 1/4 | 29.4 | 86-3400 | 245.0 | 6.20 | 174-1000 | 6 | In | L | Sil | 1.78 | 1.62 | | | .312 | .312 | .372 | .371 | 45 |
| 65 | Reo 288 | T, B | 6-3 1/2x5 | 29.4 | 87-3000 | 288.0 | 6.20 | 208-800 | 6 | In | L | Sil | 1.78 | 1.62 | | | .312 | .312 | .372 | .371 | 45 |
| 66 | Reo 310 | T, B | 6-3 5/8x5 | 31.5 | 97-2800 | 310.0 | 6.20 | 226-1000 | 6 | In | L | Sil | 1.78 | 1.62 | 1.43 | 1.43 | .312 | .312 | .375 | .371 | 45 |
| 67 | Reo 361 | T, B | 6-4 1/8x4 1/2 | 40.8 | 100-2800 | 361.0 | 6.00 | 254-800 | 6 | In | L | Tun | 2.06 | 1.87 | 1.81 | 1.62 | .359 | .359 | .434 | .432 | 30 |
| 68 | Scripps 34 | M | 4-3 1/4x4 | | 30- | 134.0 | 5.20 | 92-2000 | 4 | In | L | Sil | 1.48 | 1.35 | 1.25 | 1.12 | .250 | .250 | .310 | .310 | 30 |
| 69 | Scripps 36 | M | 4-3 1/4x4 | | 50-3200 | 134.0 | | | 4 | In | L | Sil | 1.48 | 1.35 | 1.25 | 1.12 | .250 | .250 | .310 | .310 | 30 |
| 70 | Scripps F4 | M | 4-3 3/4x5 | | 81-3000 | 220.0 | 6.10 | -1800 | 4 | In | L | Sil | 1.93 | 1.93 | | | .406 | .406 | .375 | .375 | 45 |
| 71 | Scripps 94-95 | M | 6-3 3/8x4 1/8 | | 70-2000 | 221.0 | 5.85 | 154-1000 | 6 | In | L | Sil | 1.60 | 1.39 | 1.43 | 1.12 | .281 | .281 | .312 | .312 | 30 |
| 72 | Scripps 96-97 | M | 6-3 3/8x4 1/8 | | 90-3600 | 221.0 | | | 6 | In | L | Sil | 1.60 | 1.39 | 1.43 | 1.12 | .281 | .281 | .312 | .312 | 30 |
| 73 | Scripps F6 | M | 6-3 3/4x5 | | 120-3000 | 331.0 | 6.10 | -1800 | 6 | In | L | Sil | 1.93 | 1.93 | | | .406 | .406 | .375 | .375 | 45 |
| 74 | Scripps 104-105 | M | 6-4x4 1/4 | | 83-2000 | 320.0 | 5.63 | 204-1000 | 6 | In | L | Sil | 1.75 | 1.62 | 1.50 | 1.37 | .322 | .322 | .373 | .373 | 45 |
| 75 | Scripps 106-107 | M | 6-4x4 1/4 | | 95-2600 | 320.0 | | | 6 | In | L | Sil | 1.75 | 1.62 | 1.50 | 1.37 | .322 | .322 | .373 | .373 | 45 |
| 76 | Scripps 150, 1, 2, 3 | M | 6-4 1/4x5 1/4 | | 165-3000 | 447.0 | 6.20 | -1800 | 2 | Se | L | Sil | 2.25 | 2.25 | | | .375 | .375 | .437 | .437 | 45 |
| 77 | Scripps 154, 5, 6, 7 | M | 6-4 1/4x5 1/4 | | 155-3000 | 447.0 | 6.20 | -2000 | 2 | Se | L | Sil | 2.25 | 2.25 | | | .375 | .375 | .437 | .437 | 45 |
| 78 | Scripps 160, 1, 2, 3 | M | 6-4 1/2x5 3/4 | | 166-2400 | 549.0 | 5.20 | -1200 | 2 | Se | L | Sil | 2.37 | 2.28 | | | .405 | .405 | .437 | .437 | 45 |
| 79 | Scripps 164, 5 | M | 6-4 1/2x5 3/4 | | 125-2000 | 549.0 | 5.20 | -1000 | 2 | Se | L | Sil | 2.37 | 2.28 | | | .405 | .405 | .437 | .437 | 45 |
| 80 | Scripps 170, 1, 2, 3 | M | 6-4 3/4x5 3/4 | | 186-2400 | 611.0 | 5.20 | | 2 | Se | L | Sil | 2.37 | 2.28 | | | .405 | .405 | .437 | .437 | 45 |
| 81 | Scripps 174, 5 | M | 6-4 3/4x5 3/4 | | 146-2000 | 611.0 | 5.20 | | 2 | Se | L | Sil | 2.37 | 2.28 | | | .405 | .405 | .437 | .437 | 45 |
| 82 | Scripps 200, 1, 2, 3 | M | 6-5x5 3/4 | | 212-2400 | 577.0 | 6.20 | | 2 | Se | L | Sil | 2.56 | 2.28 | | | .405 | .405 | .437 | .437 | 45 |
| 83 | Scripps 204, 5, 6, 7 | M | 6-5x5 3/4 | | 165-2000 | 677.0 | 6.20 | | 2 | Se | L | Sil | 2.56 | 2.28 | | | .405 | .405 | .437 | .437 | 45 |
| 84 | Scripps 208, 9 | M | 6-5x5 3/4 | | 220-2400 | 677.0 | 5.85 | | 2 | Se | L | Sil | 2.50 | 2.37 | 2.37 | 2.25 | .406 | .375 | .437 | .437 | 45 |
| 85 | Scripps 214, 15 | M | 6-5x5 3/4 | | 185-2000 | 677.0 | 5.00 | | 2 | Se | L | Sil | 2.50 | 2.37 | 2.37 | 2.25 | .406 | .375 | .437 | .437 | 45 |
| 86 | Scripps V8 | M | 8-3 1/16x3 3/4 | | 85-3400 | 221.0 | 6.16 | 150-2200 | 8 | In | L | Sil | 1.53 | 1.53 | | | .296 | .296 | .312 | .312 | 45 |
| 87 | Scripps V8-Mercury | M | 8-3,185x3 3/4 | | 95-3600 | 239.0 | 6.15 | 170-2100 | 8 | In | L | CNS | 1.53 | 1.53 | | | .292 | .292 | .311 | .311 | 45 |
| 88 | Scripps V12-61,63,65,67,71,73,75,77 | M | 12-2 3/4x3 3/4 | | 110-3900 | 267.3 | 6.70 | 186-2000 | 12 | In | L | CNS | 1.53 | 1.53 | | | .292 | .292 | .311 | .311 | 45 |
| 89 | Scripps 300, 1, 2, 3 | M | 12-4 1/4x5 1/4 | | 304-2400 | 894.0 | 6.20 | -1800 | 2 | Se | L | Sil | 2.25 | 2.25 | | | .375 | .375 | .437 | .437 | 45 |
| 90 | Scripps 304, 5, 6, 7 | M | 12-4 1/4x5 1/4 | | 280-2400 | 894.0 | 6.20 | -1600 | 2 | Se | L | Sil | 2.25 | 2.25 | | | .375 | .375 | .437 | .437 | 45 |
| 91 | Seaman EM-2 | M | 2-2 1/2x2 1/2 | | 12-4000 | 24.5 | | 20-1000 | 2 | In | Two | -Cycle | Mot | or. | | | | | | | |
| 92 | Seaman EVM-4 | M | 4-2 1/2x2 1/2 | | 24-4000 | 49.0 | | 20-2600 | 2 | In | Two | -Cycle | Mot | or. | | | | | | | |
| 93 | Seaman *E2-EV4 | Ind | 2-2 1/2x2 1/2 | 5.0 | 12-4000 | 24.5 | | | 2 | In | Two | -Cycle | Mot | or. | | | | | | | |
| 94 | Speedway K | M | 4-4x4 1/2 | | 28-1400 | 226.0 | 4.00 | 125-900 | 2 | Se | L | Tun | 1.75 | 1.75 | | | .343 | .343 | .375 | .375 | 45 |
| 95 | Speedway SW | M | 6-4 1/8x4 1/2 | | 95-2500 | 360.8 | 5.70 | 250-1000 | 6 | In | L | Sil | 1.62 | 1.50 | | | | | | | 45 |
| 96 | Speedway S | M | 6-4 1/4x6 | | 100-1800 | 511.0 | 5.00 | 346-1300 | 2 | Se | L | Tun | 1.87 | 1.75 | 1.62 | 1.75 | .406 | .437 | .437 | .437 | 45 |
| 97 | Speedway SWK | M | 6-4 1/4x4 3/4 | | 115-2500 | 404.6 | 5.30 | 265-1100 | 6 | In | L | Sil | | | | | | | | | |
| 98 | Speedway M | M | 6-5 3/4x7 | | 150-1200 | 1090.6 | 3.80 | | 2 | Se | L | Tun | 3.00 | 3.00 | 2.50 | 2.50 | .562 | .562 | .528 | .528 | 45 |

For abbreviations see pages 242 and 243

# COMMERCIAL VEHICLE ENGINES—*continued*

| Front End Drive—Type | Pistons: Material | Pistons: Length (In.) | Pistons: Weight (with Pins, Rings and Bushing)—(Oz.) | Pistons: Piston Pin—Diameter and Length (In.) | Number of Rings per Piston | Connecting Rods: Material | Connecting Rods: Center to Center Length (In.) | Connecting Rods: Weight—With Bushing and Cap (Oz.) | Crankshaft: Material | Crankshaft: Counterbalances Used | Crankshaft: Crank-pin Diameter and Length (In.) | Main Bearings: Number | Main Bearings: Diameter and Length (In.) Front | Main Bearings: Diameter and Length (In.) Rear | Oil Pressure To | Spark Plug: Recommended Make | Spark Plug: Thread Size | Carburetor: Make | Carburetor: Size | Adapted for Use of Kerosene or Distillate | Weight (Without Carburetor or Ignition)—Lb. | Overall Dimensions (In.): Width | Overall Dimensions (In.): Height | Overall Dimensions (In.): Length | Line Number |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| HG | CAS | ..... | 15.6 | .750x2.84 | 3 | AS | ..... | ..... | CAS | Y | 2.00x.... | 3 | 2.40x1.41 | 2.40x1.86 | abce | CH | 14 mm. | Str | .97 | No | 695 | 22¾ | 30½ | 47 | 1 |
| HG | CAS | ..... | 16.8 | .750x2.84 | 3 | AS | ..... | ..... | CAS | Y | 2.00x.... | 3 | 2.40x1.41 | 2.40x1.86 | abce | CH | 14 mm. | Str | 1 1/16 | No | 695 | 22¾ | 30½ | 47 | 2 |
| HG | CAS | ..... | ..... | ..... | ..... | AS | ..... | ..... | CAS | Y | ..... | 4 | 2.40x1.83 | 2.40x2.25 | abce | CH | 14 mm. | Str | 1 1/16 | No | 790 | 25 | 31½ | 59½ | 3 |
| HG | Al | 3.68 | 22.0 | .750x1.87 | 3 | CS | 8 | 30 | CS | N | 1.75x1.50 | 3 | 1.87x1.56 | 1.87x1.81 | abce | Op | 18 mm. | Op | 1 | No | 348 | 17¼ | 26 | 25 | 4 |
| HG | Cl | 4.50 | 45.7 | .875x3.21 | 4 | CS | 9 | 41.6 | CS | N | 2.12x1.50 | 3 | 2.12x1.75 | 2.12x2.37 | abce | Op | ⅞-18 | Op | 1 | No | 485 | 19½ | 29 | 42 | 5 |
| HG | Cl | 4.50 | 45.7 | .875x3.21 | 4 | CS | 9 | 41.6 | CS | N | 2.12x1.50 | 3 | 2.12x1.75 | 2.12x2.37 | abc | Op | ⅞-18 | Op | 1 | No | 475 | 25¾ | 33 | 30¾ | 6 |
| Ch | Als | 3.75 | 21.9 | .875x2.50 | 4 | CS | 9½ | 37.4 | CS | Y | 2.18x1.25 | 4 | 2.37x1.93 | 2.37x1.87 | abc | Op | 14 mm. | Op | 1¼ | No | 525 | 23 | 29½ | 34½ | 7 |
| HG | Al | 4.25 | 36.0 | 1.00x3.21 | 4 | CS | 9 | 54.4 | CS | Y | 2.34x1.68 | 4 | 2.62x2.12 | 2.62x2.75 | abcde | Op | 18 mm. | Op | 1½ | No | 785 | 25¾ | 31 | 42¾ | 8 |
| Ch | Cl | 3.75 | 32.0 | .875x2.59 | 4 | CS | 9½ | 38.7 | CS | N | 2.12x1.25 | 5 | 2.37x1.93 | 2.37x1.87 | abcd | Op | 18 mm. | Op | 1½ | No | 680 | 22¾ | 29½ | 43 | 9 |
| Ch | Als | 3.75 | 21.9 | .875x2.59 | 4 | CS | 9½ | 37.4 | CS | N | 2.12x1.25 | 5 | 2.37x1.93 | 2.37x1.87 | abc | Op | 14 mm. | Op | 1 | No | 610 | 22¾ | 29½ | 43 | 10 |
| Ch | Al | 3.93 | 26.5 | .875x2.59 | 4 | CS | 7⅝ | 31.6 | CS | Y | 2.00x1.18 | 3 | 2.50x1.75 | 2.50x2.25 | abcdeg | Op | 14 mm. | Op | 1 | No | 550 | 22 | 34 | 34½ | 11 |
| HG | Al | 4.25 | 34.4 | 1.00x3.21 | 4 | CS | 9 | 54.4 | CS | N | 2.34x1.68 | 5 | 2.62x2.12 | 2.62x2.75 | abcde | Op | 18 mm. | Op | 1¼ | No | 1110 | 25¾ | 34¼ | 52½ | 12 |
| Ch | Als | 3.75 | 21.9 | .875x2.50 | 4 | CS | 9½ | 37.4 | CS | Y | 2.12x1.25 | 5 | 2.37x1.93 | 2.37x1.87 | abc | Op | 14 mm. | Op | 1½ | No | 705 | 28¾ | 29½ | 41¾ | 13 |
| Ch | Al | 3.93 | 26.4 | .875x2.59 | 4 | CS | 7⅝ | 31.6 | CS | Y | 2.00x1.18 | 3 | 2.50x1.75 | 2.50x1.75 | abcdeg | Op | 14 mm. | Op | 1¼ | No | 585 | 22 | 32¼ | 34⅝ | 14 |
| Ch | Al | 3.87 | 25.6 | .875x2.59 | 4 | CS | 9 7/16 | 40.8 | CS | Y | 2.50x1.25 | 4 | 3.00x2.56 | 3.00x2.37 | abcdeg | Op | 14 mm. | Op | 1¼ | No | 1145 | 26 | 35½ | 47 | 15 |
| Ch | Al | 5.68 | 59.8 | 1.18x4.15 | 5 | CS | 9 | 75.5 | CS | Y | 3.00x1.62 | 4 | 6.00x2.12 | 6.00x2.12 | abcdeg | CH | 18 mm. | Str(2) | 2 | No | 2600§ | 38⅝ | 53 | 89½ | 16 |
| HG | Al | 3.68 | 22.0 | .750x1.87 | 3 | CS | 8 | 30 | CS | N | 1.75x1.50 | 3 | 1.87x1.56 | 1.87x1.81 | abce | CH | 18 mm. | Zen | 1¼ | No | 460§ | 20 | 22¾ | 36¼ | 17 |
| HG | Al | 3.68 | 22.0 | .750x1.87 | 3 | CS | 8 | 30 | CS | Y | 1.75x1.50 | 3 | 1.87x1.56 | 1.87x1.81 | abce | CH | 14 mm. | Str | 1¼ | No | ..... | 20 | 22¾ | 36¼ | 18 |
| Ch | Al | 5.68 | 59.8 | 1.18x4.15 | 5 | CS | 9 | 75.5 | CS | Y | 3.00x1.62 | 4 | 6.00x2.12 | 6.00x2.12 | abcdeg | CH | 18 mm. | Str(2) | 2 | No | 2425§ | 33 | 40 | 72 | 19 |
| Ch | Al | 5.68 | 59.8 | 1.18x4.15 | 5 | CS | 9 | 75.5 | CS | Y | 3.00x1.62 | 4 | 6.00x2.12 | 6.00x2.12 | abcdeg | CH | 18 mm. | Str(2) | 2 | No | 2650§ | 33 | 40 | 81¼ | 20 |
| HG | Al | 3.75 | 21.1 | .875x2.50 | 3 | CS | 9½ | 37.4 | CS | Y | 2.12x1.25 | 4 | 2.37x1.93 | 2.37x1.87 | abce | CH | 18 mm. | Zen | 1½ | No | 795§ | 24½ | 26 | 44 | 21 |
| HG | Al | 3.75 | 21.1 | .875x2.50 | 3 | CS | 9½ | 37.4 | CS | Y | 2.12x1.25 | 4 | 2.37x1.93 | 2.37x1.87 | abce | CH | 18 mm. | Zen | 1½ | No | 840§ | 24½ | 26 | 49⅝ | 22 |
| HG | Al | 3.75 | 21.1 | .875x2.50 | 3 | CS | 9½ | 37.4 | CS | Y | 2.12x1.25 | 4 | 2.37x1.93 | 2.37x1.87 | abce | CH | 14 mm. | Zen(3) | 1½ | No | 605§ | 26½ | 28¾ | 41 | 23 |
| HG | Al | 3.75 | 20.0 | .875x2.50 | 3 | CS | 9½ | 37.4 | CS | N | 2.12x1.25 | 5 | 2.37x1.93 | 2.37x1.87 | abce | CH | 18 mm. | Zen(2) | 1½ | No | 915§ | 26¼ | 27½ | 51¾ | 24 |
| HG | Al | 3.75 | 20.0 | .875x2.50 | 3 | CS | 9½ | 37.4 | CS | N | 2.12x1.25 | 5 | 2.37x1.93 | 2.37x1.87 | abce | CH | 18 mm. | Zen(2) | 1½ | No | 1115§ | 26¼ | 27½ | 57 | 25 |
| HG | Al | 4.25 | 32.0 | 1.00x3.18 | 4 | CS | 9 | 45.6 | CS | N | 2.34x1.68 | 5 | 2.62x2.53 | 2.62x2.75 | abce | CH | 18 mm. | Zen(2) | 1½ | No | 1385§ | 27 | 30 | 66½ | 26 |
| HG | Al | 4.25 | 32.0 | 1.00x3.18 | 4 | CS | 9 | 45.6 | CS | N | 2.34x1.68 | 5 | 2.62x2.53 | 2.62x2.75 | abce | CH | 18 mm. | Zen(2) | 1½ | No | 1505§ | 27 | 30 | 72 | 27 |
| HG | Cl | 3.56 | ..... | .859x2.68 | 4 | CS | 7 | ..... | CS | Y | 1.93x1.31 | 7 | 2.25x1.18 | 2.25x1.81 | abc | CH | 18 mm. | Str | 1¼ | No | 501 | 26 | 26 | 39 9/32 | 28 |
| HG | Al | 4.75 | 36.0 | 1.10x2.90 | 5 | CS | 8⅜ | 44.5 | CS | Y | 2.25x1.56 | 7 | 2.62x1.53 | 2.62x2.15 | abc | CH | 18 mm. | Str | 1¼ | No | 749 | 18¼ | 29 3/16 | 40 | 29 |
| HG | Al | 4.75 | 39.0 | 1.10x3.05 | 5 | CS | 8⅜ | 44.5 | CS | Y | 2.25x1.56 | 7 | 2.62x1.53 | 2.62x2.15 | abc | CH | 18 mm. | Str | 1¼ | No | 738 | 18¼ | 29 3/16 | 40 | 30 |
| HG | Al | 4.75 | 42.6 | 1.10x3.18 | 5 | CS | 8⅜ | 44.5 | CS | Y | 2.25x1.56 | 7 | 2.62x1.53 | 2.62x2.15 | abc | CH | 18 mm. | Str | 1½ | No | 759 | 18¼ | 29 3/16 | 40 | 31 |
| HG | Cl | 4.31 | 48.5 | 1.00x3.25 | 4 | AS | 11¼ | 54 | CS | Y | 2.37x1.62 | 7 | 2.62x1.68 | 2.62x2.78 | abc | CH | 18 mm. | Str | 1½ | No | 959 | 26⅞ | 34⅞ | 46 17/32 | 32 |
| HG | Al | 4.31 | 40.0 | 1.00x3.50 | 5 | AS | 11¼ | 54 | CS | Y | 2.37x1.62 | 7 | 2.62x1.68 | 2.62x2.78 | abc | CH | 18 mm. | Str | 1½ | No | 907 | 26⅞ | 34⅞ | 46 17/32 | 33 |
| HG | Cl | 5.10 | 54.0 | 1.12x3.62 | 4 | AS | 12½ | 83 | CS | Y | 2.50x1.81 | 7 | 3.00x2.25 | 3.00x3.12 | abc | CH | 18 mm. | Str | 1¾ | No | 1199 | 27¼ | 41 | 50 13/16 | 34 |
| HG | Al | 5.48 | 62.0 | 1.12x3.87 | 5 | AS | 12½ | 83 | CS | Y | 2.50x1.81 | 7 | 3.00x2.25 | 3.00x3.12 | abc | CH | 18 mm. | Str | 1¾ | No | 1209 | 27¼ | 41 | 50 13/16 | 35 |
| HG | Al | 5.48 | 63.0 | 1.12x4.12 | 5 | AS | 12½ | 83 | CS | Y | 2.50x1.81 | 7 | 3.00x2.25 | 3.00x3.12 | abc | CH | 18 mm. | Str | 1¾ | No | 1214 | 27¼ | 41 | 50 13/16 | 36 |
| HG | Al | 5.75 | 68.0 | 1.43x3.78 | 5 | AS | 11¼ | 100.5 | CS | Y | 3.00x2.09 | 7 | 3.50x1.68 | 3.50x2.37 | abcf | CH | 14 mm. | Str | 1¾ | No | 1667 | 30½ | 47¼ | 53 3/32 | 37 |
| HG | Al | 5.75 | 83.0 | 1.43x4.15 | 5 | AS | 11¼ | 100.5 | CS | Y | 3.00x2.09 | 7 | 3.50x1.68 | 3.50x2.37 | abcf | CH | 14 mm. | Str | 2 | No | 1700 | 30½ | 47¼ | 53 3/32 | 38 |
| HG | Al | 5.62 | 95.2 | 1.43x4.40 | 5 | AS | 11¼ | 100.5 | CS | Y | 3.00x2.09 | 7 | 3.50x1.68 | 3.50x2.37 | abcf | CH | 14 mm. | Str | 2 | No | 1710 | 30½ | 47¼ | 53 3/32 | 39 |
| HG | Cl | 4.37 | 51.0 | 1.00x3.00 | 4 | CS | 9 | 54 | CS | N | 2.62x1.50 | 2♠ | SAE-313 | SAE-314 | bceg | CH | 18 mm. | Sch | 1 | K-D | 660 | 19¾ | 34 | 34⅝ | 40 |
| HG | Cl | 5.00 | 80.0 | 1.25x3.87 | 4 | CS | 10 | 98 | CS | N | 2.37x2.50 | 3 | 2.50x2.50 | 2.62x3.50 | abceg | CH | ⅞-18 | Sch | 1 | K-D | 1240 | 23½ | 43¾ | 46½ | 41 |
| HG | Cl | 5.00 | 80.0 | 1.25x3.87 | 4 | CS | 10 | 98 | CS | N | 2.37x2.50 | 3 | 2.50x2.50 | 2.62x3.50 | abceg | CH | ⅞-18 | Sch | 1 | K-D | 1240 | 23½ | 43¼ | 41½ | 42 |
| HG | Cl | 5.00 | 80.0 | 1.25x3.87 | 4 | CS | 10 | 98 | CS | N | 2.37x2.50 | 3 | 2.50x2.50 | 2.62x3.50 | abceg | CH | ⅞-18 | Sch | 1 | No | 1240 | 23½ | 43¼ | 41½ | 43 |
| HG | Cl | 5.50 | 103.0 | 1.25x4.25 | 4 | CS | 12 | 114 | CS | N | 2.37x2.87 | 3 | 2.87x3.87 | 3.12x5.75 | abceg | CH | ⅞-18 | Sch | 1¼ | K-D | 1275 | 22½ | 47¼ | 42⅜ | 44 |
| HG | Al | ..... | ..... | 1.37x4.50 | 6 | AS | 15½ | 180 | CNS | N | 2.56x3.16 | 7 | 2.56x3.48 | 2.56x4.25 | abcder | Bos | 18 mm. | Sho(2) | 2 | K-D | 2350 | 32⅝ | 54⅞ | 78⅞ | 45 |
| HG | Al | ..... | 182.0 | 1.25x6.18 | 5 | AS | 17 3/16 | 212 | CNS | N | 2.56x3.16 | 5 | 2.56x3.48 | 2.56x4.25 | abcder | CH | 18 mm. | Hol | 1½ | No | 2350 | 32⅝ | 52¼ | 73⅞ | 46 |
| HG | Al | ..... | 140.0 | 1.37x5.62 | 5 | AS | 15½ | 184 | CNS | N | 2.56x3.16 | 7 | 2.56x1.50 | 2.56x4.25 | abcder | CH | 18 mm. | Str | 2 | No | 2400 | 27⅞ | 51⅞ | 93¼ | 47 |
| HG | Al | ..... | ..... | 1.37x4.50 | 6 | AS | 15½ | 180 | CNS | N | 2.56x3.16 | 7 | 2.56x3.48 | 2.56x4.25 | abcder | Bos | 18 mm. | Sho(3) | 2 | K-D | 3800 | 32⅝ | 54⅞ | 93⅞ | 48 |
| HG | Al | ..... | 182.0 | 1.25x6.18 | 5 | AS | 17 3/16 | 212 | CNS | N | 2.56x3.16 | 7 | 2.56x3.48 | 2.56x4.25 | abcder | CH | 18 mm. | Zen(2) | 1½ | No | 3050 | 32⅝ | 49⅛ | 93⅞ | 49 |
| HG | Al | ..... | ..... | 1.37x4.50 | 6 | AS | 15½ | 180 | CNS | N | 2.56x3.16 | 7 | 2.56x3.48 | 2.56x4.25 | abcder | Bos | 18 mm. | Sho(3) | 2½ | K-D | 4050 | 35 | 52¼ | 98⅞ | 50 |
| Ch | Al | 3.68 | ..... | .859x2.62 | 4 | AS | 7 11/16 | ..... | CS | Y | 1.93x1.00 | 4 | 2.25x1.23 | 2.25x1.87 | abce | Au | 14 mm. | Car | 1½ | No | 527 | 19¼ | 32 3/16 | 32 3/16 | 51 |
| SG | Cl | 3.50 | ..... | .718x3.00 | 3 | AS | ..... | ..... | CS | Y | 1.37x1.50 | 2 | 1.37x2.62 | 1.37x2,25 | Splash | Op | ⅞-18 | Zen | ¾ | No | 130 | 11½ | 14½ | 13½ | 52 |
| SG | Cl | 4.56 | ..... | 1.84x3.75 | 4 | CS | ..... | ..... | CS | Y | 1.50x2.00 | 2♠ | ..... | ..... | Splash | Op | ⅞-18 | Zen | 1 | No | 215§ | 16 | 17⅝ | 21⅝ | 53 |
| HG | Cl | 5.50 | ..... | 1.09x4.50 | 4 | ..... | ..... | ..... | CS | Y | 1.75x2.50 | 2 | 1.62x4.25 | 1.62x4.12 | Splash | Op | ⅞-18 | Zen | ..... | No | 400§ | 17 | 22½ | 24½ | 54 |
| SG | Cl | 6.50 | ..... | 1.21x5.00 | 4 | CS | ..... | ..... | CS | Y | 1.87x2.81 | 2 | 1.87x.525 | 1.87x5.00 | Splash | Op | ⅞-18 | ..... | ..... | No | 610 | 20 | 24¼ | 44⅝ | 55 |
| HG | Al | ..... | ..... | .625x.... | 4 | Al | ..... | ..... | CS | ..... | ..... | 2♠ | 1.25x1.25 | 1.25x1.25 | Splash | Op | 14 mm. | Zen | ..... | No | 145 | 13 | 17½ | 18¼ | 56 |
| HG | Cl | ..... | ..... | ..... | 3 | ..... | ..... | ..... | ..... | ..... | ..... | 2 | 2.00x..... | 2.00x..... | ab | Op | ..... | Zen | ..... | No | 375§ | 20 | 19¾ | 28½ | 57 |
| SG | Cl | 4.56 | ..... | 1.84x3.75 | 4 | ..... | ..... | ..... | CS | Y | 1.50x2.00 | 3 | 1.37x4.00 | 1.37x4.00 | Splash | Op | ⅞-18 | Zen | 1 | No | 540§ | 16 | 17⅝ | 42 | 58 |
| HG | Cl | 5.50 | ..... | 1.09x4.50 | 4 | CS | ..... | ..... | CS | Y | 2.25x2.25 | 3 | 2.25x5.00 | 2.25x5.00 | Splash | Op | ⅞-18 | Str | 1¼ | K-D | 900 | 20 | 24 | 47¾ | 59 |
| HG | Cl | 7.00 | ..... | 1.21x5.25 | 4 | CS | ..... | ..... | CS | Y | 2.37x2.81 | 3 | 2.37x4.00 | 2.37x4.00 | Splash | Op | ⅞-18 | Str | 1½ | K-D | 1230 | 21¾ | 25½ | 52 3/16 | 60 |
| SG | Cl | 8.00 | ..... | 1.59x6.25 | 4 | CS | ..... | ..... | CS | Y | 2.37x2.37 | 3 | 2.37x5.00 | 2.37x5.00 | Splash | Op | ⅞-18 | Str | 1½ | K-D | 1850 | 23½ | 33½ | 63 | 61 |
| SG | Cl | 9.87 | ..... | 2.00x7.25 | 5 | CS | ..... | ..... | CS | N | 3.00x3.25 | 5 | 2.75x5.00 | 2.18x5.50 | ML | Op | ⅞-18 | ..... | ..... | D | 4600 | 23¼ | 96½ | 37 | 62 |
| Ch | Al | 4.00 | ..... | .983x2.77 | 3 | AS | 10½ | ..... | 1045 | N | 2.18x1.28 | 7 | 2.62x1.90 | 2.62x2.53 | abcde | CH | 14 mm. | Zen | 1¼ | D | ..... | ..... | ..... | ..... | 63 |
| Ch | Al | 4.00 | ..... | .983x3.02 | 4 | AS | 10½ | ..... | 1045 | N | 2.18x1.28 | 7 | 2.62x1.90 | 2.62x2.53 | abcde | CH | 14 mm. | Zen | 1¼ | D | ..... | ..... | ..... | ..... | 64 |
| Ch | Al | 4.00 | ..... | .983x3.02 | 4 | AS | 10½ | ..... | 1045 | Y | 2.18x1.28 | 7 | 2.62x1.90 | 2.62x2.53 | abcde | CH | 14 mm. | Zen | 1½ | D | ..... | ..... | ..... | ..... | 65 |
| Ch | Al | 4.50 | ..... | .983x3.15 | 4 | 1035 | 10½ | ..... | 1045 | Y | 2.18x1.28 | 7 | 2.62x1.90 | 2.62x2.53 | abcd | CH | 14 mm. | Zen | 1½ | D | ..... | ..... | ..... | ..... | 66 |
| Ch | Al | 5.31 | ..... | 1.25x3.43 | 4 | AS | 9 | ..... | 1045 | N | 2.37x1.59 | 7 | 2.62x1.71 | 2.62x2.50 | abc | CH | 14 mm. | Zen | 1½ | D | ..... | ..... | ..... | ..... | 67 |
| HG | Cl | 3.06 | 29.5 | .750x2.81 | 3 | 3140 | 6 9/16 | 21 | 1045 | N | 1.75x1.12 | 3 | 2.00x1.56 | 2.00x1.62 | abr | CH | ⅞-18 | Zen | 1¼ | No | 410§ | 15½ | 21¾ | 32⅜ | 68 |
| HG | Al | 3.06 | ..... | .750x2.81 | 3 | AS | 6 9/16 | 21 | 1045 | N | 1.75x1.12 | 3 | 2.00x1.56 | 2.00x1.62 | abr | CH | ⅞-18 | Zen | 1¼ | No | 410§ | 15½ | 21¾ | 32⅜ | 69 |
| HG | Al | 4.25 | 33.0 | 1.12x3.25 | 4 | Dur | 10½ | 41 | NS | N | 2.18x1.87 | 3 | 2.25x2.62 | 2.25x2.62 | abc | CH | 18 mm. | Str | 1¼ | No | 660§ | 23 | 28 13/16 | 45¼ | 70 |
| HG | Al | 3.50 | ..... | 875x2.90 | 4 | CS | 7 | 26 | CS‡ | N | 2.00x1.25 | 7 | 2.50x1.31 | 2.50x1.93 | abr | CH | 14 mm. | Zen | 1½ | No | 675§ | 21 | 22½ | 41⅛ | 71 |
| HG | Al | 3.50 | ..... | .875x2.90 | 4 | CS | 7 | 26 | CS‡ | N | 2.00x1.25 | 7 | 2.50x1.31 | 2.50x1.93 | abr | CH | 14 mm. | Zen | 1½ | No | 675§ | 21 | 22½ | 41⅛ | 72 |
| HG | Al | 4.25 | 33.0 | 1.12x3.25 | 4 | Dur | 10½ | 41 | NS | Y | 2.18x1.87 | 4 | 2.25x2.62 | 2.25x2.62 | abc | CH | 18 mm. | Zen | 1½ | No | 900§ | 19¾ | 29 1/16 | 56½ | 73 |
| HG | Al | 4.18 | 40.5 | 1.00x3.51 | 4 | 1035 | 8 | 37.5 | 1045 | N | 2.00x1.50 | 7 | 2.50x1.31 | 2.50x2.12 | abr | CH | ⅞-18 | Zen | 1¾ | No | 860§ | 21 | 31⅞ | 49¾ | 74 |
| HG | Al | 4.18 | 40.5 | 1.00x3.51 | 4 | 1035 | 8 | 37.5 | 1045 | N | 2.00x1.50 | 7 | 2.50x1.31 | 2.50x2.12 | abr | CH | ⅞-18 | Zen | 1¾ | No | 860§ | 21 | 31⅞ | 49¾ | 75 |
| HG | Al | 5.12 | 49.0 | 1.25x3.68 | 4 | AS | 10⅞ | 70 | NS | Y | 2.75x2.25 | 4 | 3.25x2.25 | 3.25x2.25 | abc | CH | 18 mm. | Hol | 2 | No | 1050§ | 27¾ | 32 5/16 | 55¾ | 76 |
| HG | Al | 5.12 | 49.0 | 1.25x3.68 | 4 | AS | 10⅞ | 70 | NS | Y | 2.75x2.25 | 4 | 3.25x2.25 | 3.25x2.25 | abc | CH | 18 mm. | Str. | 2 | No | 1050§ | 24¾ | 29⅜ | 55¾ | 77 |
| HG | Al | 5.12 | 50.0 | 1.37x3.84 | 4 | AS | 11¼ | 84 | NS | Y | 2.87x2.00 | 4 | 3.00x3.00 | 3.00x3.62 | ab | CH | 18 mm. | Hol | 1½ | No | 1295§ | 26¼ | 39 9/16 | 66 | 78 |
| HG | Al | 5.12 | 50.0 | 1.37x3.84 | 4 | AS | 11¼ | 84 | NS | Y | 2.87x2.00 | 4 | 3.00x3.00 | 3.00x3.62 | ab | CH | 18 mm. | Sch | 1½ | No | 1295§ | 33½ | 33 7/16 | 66 | 79 |
| HG | Al | 5.12 | 56.0 | 1.37x4.00 | 4 | AS | 11¼ | 84 | NS | Y | 2.87x2.00 | 4 | 3.00x3.00 | 3.00x3.62 | ab | CH | 18 mm. | Hol | 2 | No | 1295§ | 26¼ | 36 9/16 | 66 | 80 |
| HG | Al | 5.12 | 56.0 | 1.37x4.00 | 4 | AS | 11¼ | 84 | NS | Y | 2.87x2.00 | 4 | 3.00x3.00 | 3.00x3.62 | ab | CH | 18 mm. | Sch | 1½ | No | 1295§ | 33½ | 33 7/16 | 66 | 81 |
| HG | Al | 5.37 | 62.0 | 1.37x4.00 | 4 | AS | 11¼ | 84 | NS | Y | 2.87x2.00 | 4 | 3.00x3.00 | 3.00x3.62 | ab | CH | 18 mm. | Hol | 2 | No | 1295§ | 26¼ | 36 9/16 | 66 | 82 |
| HG | Al | 5.37 | 62.0 | 1.37x4.00 | 4 | AS | 11¼ | 84 | NS | Y | 2.87x2.00 | 4 | 3.00x3.00 | 3.00x3.62 | ab | CH | 18 mm. | Sch | 1½ | No | 1295§ | 33½ | 33 7/16 | 66 | 83 |
| HG | Al | 5.12 | 56.0 | 1.37x4.00 | 4 | AS | 11¼ | 85 | CS | Y | 2.87x2.25 | 4 | 3.00x3.00 | 3.00x3.62 | abr | CH | 18 mm. | Zen(2) | 2 | No | 1175§ | 25 | 23⅜ | 66 | 84 |
| HG | Al | 5.12 | 56.0 | 1.37x4.00 | 4 | AS | 11¼ | 85 | CS | Y | 2.87x2.25 | 4 | 3.00 3.00 | 3.00x3.62 | abr | CH | 18 mm. | Zen(2) | 2 | No | 1175§ | 25 | 23⅜ | 66 | 85 |
| HG | Al | ..... | ..... | .750x2.84 | 3 | AS | 7 | 16.7 | CS | Y | 2.00x1.75 | 3 | 2.50x1.37 | 2.00x1.96 | abc | CH | 18 mm. | Str(2) | 1 | No | 660§ | 23½ | 31⅛ | 42⅝ | 86 |
| HG | CAS | ..... | ..... | .750x2.84 | 3 | DFS | 7 | 17.7 | ..... | Y | 2.14x1.75 | 3 | 2.50x1.37 | 2.00x1.96 | abc | CH | 14 mm. | Hol | 1 | No | 700§ | 23½ | 31⅜ | 43 5/16 | 87 |
| HG | CAS | 3.27 | 14.6 | .750x2.48 | 3 | DFS | 7 13/32 | 22.5 | CAS | Y | 2.12x1.57 | 4 | 2.40x1.83 | 2.40x2.25 | abc | CH | 14 mm. | Str | 1 | No | ..... | 25⅜ | 29⅞ | 49 13/16 | 88 |
| HG | Al | 5.12 | 49.0 | 1.25x3.68 | 4 | AS | 10⅞ | 164φ | NS | Y | 2.75x2.25 | 4 | 3.25x2.25 | 3.25x2.25 | abc | CH | 18 mm. | Hol | 2 | No | 1700§ | 35 | 33¾ | 58½ | 89 |
| HG | Al | 5.12 | 49.0 | 1.25x3.68 | 4 | AS | 10⅞ | 164φ | NS | Y | 2.75x2.25 | 4 | 3.25x2.25 | 3.25x2.25 | abc | CH | 18 mm. | Hol | 2 | No | 1700§ | 33¼ | 30 11/16 | 58½ | 90 |
| ..... | Ala | ..... | ..... | .850x..... | 3 | AS | 7⅜ | ..... | AS | Y | 1.50x1.87 | 2 | B-Ti | B-Ti | b | Op | 18 mm. | Op | 1 | K | 100 | ..... | ..... | ..... | 91 |
| ..... | Ala | ..... | ..... | .850x..... | 3 | AS | 7⅜ | ..... | AS | Y | 1.50x1.87 | 2 | B-Ti | B-Ti | b | Op | 18 mm. | Op | 1 | K | 180 | ..... | ..... | ..... | 92 |
| ..... | Ala | 7.25 | 16.0 | .850x..... | 3 | AS | 7⅜ | ..... | AS | Y | 1.50x1.87 | 2 | B-Ti | B-Ti | b | Op | 18 mm. | Op | 1 | K | ..... | 12 | 20 | ..... | 93 |
| HG | Cl | 4.37 | ..... | 1.00x3.75 | 3 | AS | 9 23/32 | ..... | CNS | N | 1.75x2.25 | 3 | 1.75x3.25 | 1.75x3.25 | Splash | CH | ⅞-18 | Str | 1 | No | 550 | 20⅜ | 23⅝ | 53½ | 94 |
| HG | Al | ..... | ..... | 1.12x2.68 | 4 | AS | 9⅛ | ..... | CNS | Y | 2.25x1.50 | 7 | 2.62x2.75 | 2.62x1.75 | abcde | CH | 14 mm. | Str | 1½ | No | 1100 | 23 | 28⅜ | 54¾ | 95 |
| HG | Al | 5.00 | ..... | 1.18x4.00 | 4 | AS | 13½ | ..... | CNS | Y | 2.75x2.12 | 7 | 2.75x2.12 | 2.75x2.12 | abcde | CH | ⅞-18 | Str(2) | 1½ | No | 1250 | 22¾ | 31½ | 70 | 96 |
| HG | Al | ..... | ..... | ..... | ..... | AS | ..... | ..... | CNS | ..... | ..... | ..... | ..... | ..... | abcde | CH | 14 mm. | Str | 1¾ | No | 1150 | 23 | 28⅝ | 54¾ | 97 |
| HG | Cl | 6.25 | ..... | 1.37x5.37 | 4 | AS | 15 11/32 | ..... | CNS | N | 2.62x3.00 | 7 | 2.62x3.00 | 2.62x3.00 | abcde | CH | ⅞-18 | Str | 2½ | No | 1850 | 28⅛ | 37 | 88½ | 98 |

**For abbreviations see pages 242 and 243**

# AMERICAN STOCK, MARINE AND

| Line Number | MAKE AND MODEL | Designed for | Number of Cylinders Bore and Stroke (In.) | Rated Hp. (A.M.A.) | Maximum Brake Hp. at Specified R.P.M. | Piston Displacement (Cu. In.) | Compression Ratio | Maximum Torque at R.P.M. (Lb. Ft.) | No. of Cylinders Cast in One Piece | Crankcase—Upper Half Integral with Cylinders | VALVES Arrangement | Exhaust Head Material or S.A.E. No. | Max. Head Diameter (In.) Intake | Max. Head Diameter (In.) Exhaust | Min. Port Diameter (In.) Intake | Min. Port Diameter (In.) Exhaust | Lift (In.) Intake | Lift (In.) Exhaust | Stem Diameter (In.) Intake | Stem Diameter (In.) Exhaust | Seat Angle (Degrees) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | Speedway.......MP | M | 6-5¾x7 | ..... | 190-1300 | 1090-6 | 4.30 | 780-1000 | 2 | Se | L | Sil | 2.50 | 2.50 | 2.12 | 2.50 | .562 | .562 | .531 | .531 | 45 |
| 2 | Speedway.......MR | M | 6-5¾x7 | ..... | 190-1300 | 1090.6 | 4.00 | 810-800 | 2 | Se | I | Tun | 2.78 | 2.78 | 2.25 | 2.25 | .562 | .562 | .562 | .562 | 45 |
| 3 | Speedway.......MC | M | 6-5¾x7 | ..... | 260-1800 | 1090.6 | 5.00 | 825-1400 | 2 | Se | L | Tun | 2.50 | 2.50 | 2.12 | 2.50 | .562 | .562 | .531 | .531 | 45 |
| 4 | Speedway.......P | M | 6-6¾x8½ | ..... | 115-600 | 1825.0 | 3.80 | 1070-300 | 2 | Se | L | Sil | 2.62 | 2.62 | 2.12 | 2.62 | .468 | .468 | .562 | .562 | 45 |
| 5 | Speedway.......R | M | 6-7x8½ | ..... | 300-1200 | 1963.0 | 4.20 | 1480-800 | 1 | Se | I | Tun | 2.25 | 2.25 | 2.43 | 2.25 | .500 | .500 | .562 | .562 | 45 |
| 6 | Sterling.......Neptune D2-12 | M, Ind | 2-5½x7 | 24.2 | 15-500 | 332.6 | ..... | 158-400 | 2 | Se | L | Sil | 2.06 | 2.06 | ..... | ..... | .375 | .375 | .437 | .437 | 45 |
| 7 | Sterling.......Petrel L-6 | M,T,Tr,B,Ind | 6-5¼x6 | 66.1 | 115-1200 | 780.0 | 4.30 | 500-.... | 6 | Se | L | Sil | 2.25 | 2.25 | ..... | ..... | .455 | .455 | .437 | .437 | 45 |
| 8 | Sterling.......Petrel L-6 | M,T,Tr,B,Ind | 6-5¼x6 | 66.1 | 145-1500 | 780.0 | 4.68 | 500-1400 | 6 | Se | L | Sil | 2.25 | 2.25 | ..... | ..... | .455 | .455 | .437 | .437 | 45 |
| 9 | Sterling.......Petrel L-6 | M,T,Tr,B,Ind | 6-5¼x6 | 66.1 | 145-1500 | 780.0 | 4.68 | 500-1400 | 6 | Se | L | Sil | 2.25 | 2.25 | ..... | ..... | .455 | .455 | .437 | .437 | 45 |
| 10 | Sterling.......Petrel L-6-6 | M,T,Tr,B,Ind | 6-5¼x6 | 66.1 | 180-1800 | 780.0 | 5.00 | 500-1400 | 6 | Se | L | Sil | 2.25 | 2.25 | ..... | ..... | .455 | .455 | .437 | .437 | 45 |
| 11 | Sterling.......Petrel Reduction L | M,T,Tr,B,Ind | 6-5¼x6 | 66.1 | 175-1800 | 780.0 | 4.68 | 500-1400 | 6 | Se | L | Sil | 2.25 | 2.25 | ..... | ..... | .455 | .455 | .437 | .437 | 45 |
| 12 | Sterling.......Petrel L-6 | M,T,Tr,B,Ind | 6-5¼x6 | 66.1 | 200-2000 | 780.0 | 5.54 | 500-1400 | 6 | Se | L | Sil | 2.25 | 2.25 | ..... | ..... | .455 | .455 | .437 | .437 | 45 |
| 13 | Sterling.......Petrel L-6 | M,T,Tr,B,Ind | 6-5¼x6 | 66.1 | 225-2200 | 780.0 | 5.50 | 500-1400 | 6 | Se | L | Sil | 2.25 | 2.25 | ..... | ..... | .455 | .455 | .437 | .437 | 45 |
| 14 | Sterling.......Chevron 6 | Tr, M, Ind | 6-5½x6¾ | 72.6 | 85-800 | 962.0 | ..... | 590-1200 | 2 | Se | T | Sil | 2.25 | 2.25 | ..... | ..... | .375 | .375 | .500 | .500 | 45 |
| 15 | Sterling.......Chevron 6 | Tr, M, Ind | 6-5½x6¾ | 72.6 | 130-1200 | 962.0 | ..... | 590-1200 | 2 | Se | T | Sil | 2.25 | 2.25 | ..... | ..... | .375 | .375 | .500 | .500 | 45 |
| 16 | Sterling.......Chevron 6 | Tr, M, Ind | 6-5½x6¾ | 72.6 | 150-1500 | 962.0 | ..... | 590-1200 | 2 | Se | T | Sil | 2.25 | 2.25 | ..... | ..... | .375 | .375 | .500 | .500 | 45 |
| 17 | Sterling.......Dolphin-Med. GRM-6 | Tr, M, Ind | 6-5¾x6¾ | 79.3 | 165-1200 | 1051.6 | 3.85 | 785-1200 | 2 | Se | I | Sil | 1.87 | 1.87 | ..... | ..... | .375 | .375 | .437 | .437 | 60 |
| 18 | Sterling.......Dolphin 6-GR-6 | Tr, M, Ind | 6-5¾x6¾ | 79.3 | 225-1550 | 1051.6 | 4.08 | 785-1200 | 2 | Se | I | Sil | 1.87 | 1.87 | ..... | ..... | .375 | .375 | .437 | .437 | 60 |
| 19 | Sterling.......Dolphin 6-GRS-6 | Tr, M, Ind | 6-5¾x6¾ | 79.3 | 300-2000 | 1051.6 | 4.70 | 785-1200 | 2 | Se | I | Sil | 1.87 | 1.87 | ..... | ..... | .375 | .375 | .437 | .437 | 60 |
| 20 | Sterling.......Coast Guard M-6 | Tr, M, Ind | 6-6¼x7¾ | 93.7 | 225-1200 | 1426.8 | 4.13 | 986-1200 | W | Se | I | Sil | 1.87 | 1.87 | ..... | ..... | .483 | .483 | .437 | .437 | 60 |
| 21 | Sterling.......Coast Guard 6-M-6 | Tr, M, Ind | 6-6¼x7¾ | 93.7 | 300-1550 | 1426.8 | 4.13 | 986-1200 | W | Se | I | Sil | 1.87 | 1.87 | ..... | ..... | .483 | .483 | .437 | .437 | 60 |
| 22 | Sterling.......Viking II T-6 | Tr, M, Ind | 6-8x9 | 153.6 | 190-600 | 2714.3 | 3.93 | 1900-1000 | W | Se | I | Sil | 2.59 | 2.59 | ..... | ..... | .556 | .556 | .562 | .562 | 45 |
| 23 | Sterling.......Viking II T-6 | Tr, M, Ind | 6-8x9 | 153.6 | 300-900 | 2714.3 | 4.18 | 1900-1000 | W | Se | I | Sil | 2.59 | 2.59 | ..... | ..... | .556 | .556 | .562 | .562 | 45 |
| 24 | Sterling.......Viking II T-6 | Tr, M, Ind | 6-8x9 | 153.6 | 425-1200 | 2714.3 | 4.18 | 1900-1000 | W | Se | I | Sil | 2.59 | 2.59 | ..... | ..... | .556 | .556 | .562 | .562 | 45 |
| 25 | Sterling.......Dolphin-Med. GRM-8 | Tr, M, Ind | 8-5¾x6¾ | 105.8 | 220-1200 | 1402.2 | 3.85 | 1055-1300 | 2 | Se | I | Sil | 1.87 | 1.87 | ..... | ..... | .375 | .375 | .437 | .437 | 60 |
| 26 | Sterling.......Dolphin 8-GR-8 | Tr, M, Ind | 8-5¾x6¾ | 105.8 | 300-1550 | 1402.2 | 4.08 | 1055-1300 | 2 | Se | I | Sil | 1.87 | 1.87 | ..... | ..... | .375 | .375 | .437 | .437 | 60 |
| 27 | Sterling.......Viking II 8-T-8 | Tr, M, Ind | 8-8x9 | 204.8 | 250-600 | 3619.0 | 3.93 | 2520-1050 | W | Se | I | Sil | 2.59 | 2.59 | ..... | ..... | .556 | .556 | .562 | .562 | 45 |
| 28 | Sterling.......Viking II 8-T-8 | Tr, M, Ind | 8-8x9 | 204.8 | 400-900 | 3619.0 | 4.18 | 2520-1050 | W | Se | I | Sil | 2.59 | 2.59 | ..... | ..... | .556 | .556 | .562 | .562 | 45 |
| 29 | Sterling.......Viking II 8-T-8 | Tr, M, Ind | 8-8x9 | 204.8 | 565-1200 | 3619.0 | 4.18 | 2520-1050 | W | Se | I | Sil | 2.59 | 2.59 | ..... | ..... | .556 | .556 | .562 | .562 | 45 |
| 30 | Thorobred.......K | M | 1-3¾x4¾ | ..... | 5-1000 | 52.5 | 4.00 | ......... | 1 | Se | L | CI | 1.62 | 1.62 | 1.43 | 1.43 | .300 | .300 | .375 | .375 | 45 |
| 31 | Thorobred.......KK | M | 2-3¾x4¾ | ..... | 10-1100 | 105.0 | 4.00 | ......... | 2 | Se | L | CI | 1.62 | 1.62 | 1.43 | 1.43 | .300 | .300 | .375 | .375 | 45 |
| 32 | Thorobred.......Meteor | M | 4-2½x3⅛ | ..... | 18-2800 | 61.0 | 5.70 | ......... | 4 | Se | L | CHS | 1.12 | .937 | 1.00 | .812 | .228 | .250 | .312 | .312 | 45 |
| 33 | Thorobred.......DS | M | 4-2¾x4 | ..... | 16-1800 | 95.0 | 4.66 | ......... | 4 | In | L | ..... | 1.46 | 1.34 | 1.31 | 1.04 | .250 | .250 | .312 | .312 | 45 |
| 34 | Thorobred.......Arrowhead Jr. | M | 4-3¼x4 | ..... | 35-2500 | 133.0 | 5.60 | ......... | 4 | In | L | CHS | 1.34 | 1.34 | 1.04 | 1.04 | .281 | .281 | .312 | .312 | 45 |
| 35 | Thorobred.......Arrowhead | M | 4-3⅝x4½ | ..... | 42-2250 | 186.0 | 4.70 | ......... | 4 | In | L | Sil | 1.56 | 1.56 | 1.37 | 1.37 | .302 | .302 | .375 | .375 | 45 |
| 36 | Thorobred.......AA | M | 4-3¾x4¾ | ..... | 24-1400 | 210.0 | 4.00 | ......... | 2 | Se | L | CI | 1.62 | 1.62 | 1.43 | 1.43 | .300 | .300 | .375 | .375 | 45 |
| 37 | Thorobred.......F | M | 4-4 1/16x5 | ..... | 36-1400 | 259.0 | 4.00 | ......... | 2 | Se | L | CI | 1.93 | 1.93 | 1.75 | 1.75 | .300 | .300 | .375 | .375 | 45 |
| 38 | Thorobred.......B | M | 4-4½x5 | ..... | 44-1800 | 318.0 | 4.00 | ......... | 4 | Se | L | DC | 2.09 | 2.09 | 1.93 | 1.93 | .300 | .300 | .375 | .375 | 45 |
| 39 | Thorobred.......BB-4 | M | 4-4½x6 | ..... | 56-1600 | 382.0 | 4.00 | ......... | 4 | Se | L | DC | 2.34 | 2.34 | 2.12 | 2.12 | .300 | .300 | .437 | .437 | 45 |
| 40 | Thorobred.......BC-4 | M | 4-5x7 | ..... | 56-1200 | 550.0 | 4.00 | ......... | 2 | Se | L | CAI | 2.75 | 2.75 | 2.37 | 2.37 | .375 | .375 | .625 | .625 | 45 |
| 41 | Thorobred.......BCS-4 | M | 4-5¾x7 | ..... | 71-1100 | 727.0 | 4.00 | ......... | 2 | Se | L | CAI | 2.75 | 2.75 | 2.37 | 2.37 | .375 | .375 | .625 | .625 | 45 |
| 42 | Thorobred.......BC-Super-4 | M | 4-6x7 | ..... | 78-1100 | 792.0 | 4.00 | ......... | 2 | Se | L | CAI | 2.75 | 2.75 | 2.37 | 2.37 | .375 | .375 | .625 | .625 | 45 |
| 43 | Thorobred.......Hiawatha | M | 6-3¾x4¼ | ..... | 84-3000 | 282.0 | 5.70 | ......... | 6 | In | L | Sil | 1.68 | 1.43 | 1.50 | 1.25 | .375 | .375 | .375 | .375 | 45 |
| 44 | Thorobred.......Arrow Super-6 | M | 6-4¼x4¾ | ..... | 90-2200 | 404.0 | 5.70 | ......... | 6 | In | L | Sil | 1.87 | 1.56 | 1.62 | 1.34 | .312 | .312 | .375 | .375 | 45 |
| 45 | Thorobred.......BB-6 | M | 6-4½x6 | ..... | 80-1725 | 572.5 | 4.00 | ......... | 6 | Se | L | DC | 2.34 | 2.34 | 2.12 | 2.12 | .300 | .300 | .437 | .437 | 45 |
| 46 | Thorobred.......BBS-6 | M | 6-5x6 | ..... | 101-1500 | 707.0 | 4.00 | ......... | 6 | Se | L | DC | 2.34 | 2.34 | 2.12 | 2.12 | .300 | .300 | .437 | .437 | 45 |
| 47 | Thorobred.......BC-6 | M | 6-5x7 | ..... | 90-1100 | 825.0 | 4.00 | ......... | 2 | Se | L | CAI | 2.75 | 2.75 | 2.37 | 2.37 | .375 | .375 | .625 | .625 | 45 |
| 48 | Thorobred.......BCS-6 | M | 6-5¾x7 | ..... | 112-1100 | 1091.0 | 4.00 | ......... | 2 | Se | L | CAI | 2.75 | 2.75 | 2.37 | 2.37 | .375 | .375 | .625 | .625 | 45 |
| 49 | Thorobred.......BC-Super-6 | M | 6-6x7 | ..... | 124-1100 | 1187.5 | 4.00 | ......... | 2 | Se | L | CAI | 2.75 | 2.75 | 2.37 | 2.37 | .375 | .375 | .625 | .625 | 45 |
| 50 | Universal.......W | M | 1-4⅜x4½ | ..... | 8-1200 | 67.6 | 4.60 | ......... | 1 | In | L | CNS | 1.87 | 1.87 | ..... | ..... | .250 | .250 | .375 | .375 | 45 |
| 51 | Universal.......AFT | M | 2-3x3½ | ..... | 10-2000 | 49.5 | 5.75 | ......... | 2 | In | L | CNS | 1.50 | 1.50 | ..... | ..... | .250 | .250 | .375 | .375 | 45 |
| 52 | Universal.......BN | M | 4-2¾x4 | ..... | 25-2500 | 95.0 | 5.00 | ......... | 4 | In | L | CNS | 1.12 | 1.12 | ..... | ..... | .234 | .234 | .312 | .312 | 45 |
| 53 | Universal.......AF | M | 4-3x3½ | ..... | 40-3500 | 99.0 | 6.00 | ......... | 4 | In | L | Sil | 1.50 | 1.50 | ..... | ..... | .312 | .312 | .375 | .375 | 45 |
| 54 | Universal.......LSG | M | 4-3¼x4½ | ..... | 50-3000 | 149.3 | 5.70 | ......... | 4 | Se | L | CNS | 1.37 | 1.37 | ..... | ..... | .312 | .312 | .375 | .375 | 45 |
| 55 | Universal.......AMS | M | 6-3x3½ | ..... | 60-3500 | 148.5 | 6.00 | ......... | 6 | In | L | Sil | 1.50 | 1.50 | ..... | ..... | .312 | .312 | .375 | .375 | 45 |
| 56 | Universal.......HCS | M | 6-3½x4½ | ..... | 90-3000 | 260.0 | 5.75 | ......... | 6 | Se | L | Sil | 1.50 | 1.50 | ..... | ..... | .312 | .312 | .375 | .375 | 45 |
| 57 | Universal.......CE | M | 8-3½x4½ | ..... | 110-2800 | 347.0 | 5.70 | ......... | 8 | Se | L | Sil | 1.50 | 1.50 | ..... | ..... | .328 | .328 | .375 | .375 | 45 |
| 58 | Vimalert.......M-12 | M | 12-5x7 | ..... | 420-1900 | 1650.0 | 6.25 | 1286-1400 | 1 | Se | I | Sil | 2.73 | 2.73 | 2.25 | 2.25 | .437 | .375 | .435 | .435 | 30 |
| 59 | Vimalert.......Duplex Unit | M | Note—Consists of Two Model M-12 Engines. Gear box between, driving one propeller shaft. 800 HP. Weight | | | | | | | | | | | | | | | | | | |
| 60 | Vimalert.......V-2500-3 | M | 12-6⅜x6½ | ..... | 800-2100 | 2539.5 | 6.00 | 2210-1500 | 6 | Se | I | CNS | 2.00 | 2.00 | 2.00 | 2.00 | .500 | .500 | .406 | .562 | 45 |
| 61 | Waukesha.......ICK | T, M, Ind | 4-2½x3⅛ | 10.0 | 18-2800 | 61.3 | 5.70 | 40-1800 | 4 | Se | L | Sil | 1.12 | .937 | 1.00 | .812 | .228 | .250 | .312 | .312 | 45 |
| 62 | Waukesha.......FCS | T, Tr | 4-2¾x4 | 12.1 | 26-2600 | 95.0 | 4.85 | 67-1100 | 4 | In | L | Sil | 1.34 | 1.34 | 1.18 | 1.18 | .281 | .281 | .312 | .312 | 45 |
| 63 | Waukesha.......FC | T, Tr, Ind | 4-3¼x4 | 16.9 | 35-2600 | 133.0 | 5.58 | 92-1200 | 4 | In | L | Sil | 1.34 | 1.34 | 1.18 | 1.18 | .281 | .281 | .312 | .312 | 45 |
| 64 | Waukesha.......XAH | T, Tr, Ind | 4-3⅝x4½ | 21.0 | 37-2200 | 186.0 | 4.60 | 121-900 | 4 | In | L | Sil | 1.56 | 1.56 | 1.37 | 1.37 | .281 | .281 | .375 | .375 | 45 |
| 65 | Waukesha.......VIM | Tr | 4-4¼x5¼ | 29.0 | 52.5-1600 | 298.0 | 4.23 | 200-1000 | 4 | In | I | Sil | 2.00 | 1.75 | 1.75 | 1.50 | .400 | .400 | .375 | .375 | 45 |
| 66 | Waukesha.......VIK | Tr | 4-4⅝x5 | 34.2 | 58-1600 | 334.0 | 4.30 | 224-1000 | 4 | In | I | Sil | 2.00 | 2.00 | 1.75 | 1.75 | .400 | .400 | .375 | .375 | 45 |
| 67 | Waukesha.......CHS | Tr, Ind | 4-4¾x6¼ | 36.1 | 68-1400 | 442.0 | 4.20 | 320-700 | 4 | In | I | Sil | 2.37 | 2.37 | 2.12 | 2.12 | .437 | .437 | .437 | .437 | 45 |
| 68 | Waukesha.......CHK | Tr, Ind | 4-5⅛x6¼ | 42.0 | 79-1400 | 516.0 | 4.20 | 375-800 | 4 | In | I | Sil | 2.37 | 2.37 | 2.12 | 2.12 | .437 | .437 | .437 | .437 | 45 |
| 69 | Waukesha.......HL | Ind | 4-6x6½ | 57.6 | 91-1200 | 735.0 | 3.80 | 419-700 | 4 | In | I | Sil | 2.40 | 2.15 | 2.12 | 1.87 | .500 | .500 | .437 | .437 | 45 |
| 70 | Waukesha.......WK | Ind | 4-6¾x8 | 73.0 | 120-950 | 1145.0 | 4.00 | 762-600 | 4 | Se | I | Sil | 3.00 | 3.00 | 2.75 | 2.75 | .500 | .500 | .562 | .562 | 30 |
| 71 | Waukesha.......WOK | Ind | 4-7½x8 | 90.0 | 163-950 | 1414.0 | 4.16 | 980-700 | 4 | Se | I | Sil | 3.25 | 2.75 | 3.00 | 2.50 | .756 | .756 | .562 | .562 | 30 |
| 72 | Waukesha.......6BM | T, B | 6-3⅝x4¼ | 31.5 | 77-2800 | 263.0 | 5.70 | 176-1100 | 6 | In | L | Sil | 1.68 | 1.43 | 1.50 | 1.25 | .375 | .375 | .375 | .375 | 45 |
| 73 | Waukesha.......6BK | T, B, Ind | 6-3¾x4¼ | 33.8 | 82-2800 | 282.0 | 5.70 | 185-1100 | 6 | In | L | Sil | 1.68 | 1.43 | 1.50 | 1.25 | .375 | .375 | .375 | .375 | 45 |
| 74 | Waukesha.......6BZ | T, B | 6-4x4¼ | 38.4 | 85-2800 | 320.0 | 5.75 | 210-1200 | 6 | In | L | Sil | 1.68 | 1.43 | 1.50 | 1.25 | .375 | .375 | .375 | .375 | 45 |
| 75 | Waukesha.......6-110 | T, B, Ind | 6-4x4¾ | 38.4 | 105-2500 | 358.0 | 5.10 | 254-1300 | 6 | In | F | Sil | 2.18 | 1.87 | 1.87 | 1.62 | .500 | .437 | .437 | .437 | 45 |
| 76 | Waukesha.......6MKR | T, B | 6-4⅛x4¾ | 40.8 | 90-2500 | 381.0 | 5.34 | 270-800 | 6 | In | L | Sil | 1.93 | 1.43 | 1.75 | 1.25 | .375 | .375 | .375 | .375 | 45 |
| 77 | Waukesha.......6MZR | T, B, Ind | 6-4¼x4¾ | 41.0 | 95-2500 | 404.0 | 5.38 | 286-800 | 6 | In | L | Sil | 1.93 | 1.43 | 1.75 | 1.25 | .375 | .375 | .375 | .375 | 45 |
| 78 | Waukesha.......6-125 | T, B, Ind | 6-4⅜x5⅛ | 46.0 | 123-2300 | 462.0 | 5.00 | 330-1000 | 6 | Se | F | Sil | 2.31 | 1.87 | 2.12 | 1.62 | .546 | .406 | .437 | .437 | 45 |
| 79 | Waukesha.......6SRLR | T, B | 6-4⅜x5⅛ | 46.0 | 114-2250 | 462.0 | 5.50 | 307-600 | 6 | Se | L | Sil | 1.90 | 1.65 | 1.56 | 1.37 | .386 | .375 | .375 | .375 | 30 |
| 80 | Waukesha.......6SRKR | T, B, Ind | 6-4⅝x5⅛ | 51.3 | 125-2250 | 517.0 | 5.50 | 368-600 | 6 | Se | L | Sil | 1.90 | 1.65 | 1.56 | 1.37 | .386 | .375 | .375 | .375 | 30 |
| 81 | Waukesha.......6GAL | T, B, Ind | 6-5x5½ | 60.0 | 136-2000 | 648.0 | 5.00 | 468-700 | 6 | In | I | Sil | 2.21 | 1.75 | 2.00 | 1.50 | .500 | .500 | .437 | .437 | 45 |
| 82 | Waukesha.......6RBR | T, B | 6-5x5¾ | 60.0 | 150-2000 | 677.0 | 5.35 | 490-800 | 6 | Se | L | Sil | 2.40 | 2.40 | 2.12 | 2.12 | .400 | .400 | .437 | .437 | 45 |
| 83 | Waukesha.......6GAK | T, B, Ind | 6-5½x5½ | 72.5 | 155-2000 | 784.0 | 4.80 | 567-700 | 6 | In | I | Sil | 2.21 | 1.75 | 2.00 | 1.50 | .500 | .500 | .437 | .437 | 45 |
| 84 | Waukesha.......6WAL | T, B, Ind | 6-5¾x6½ | 79.5 | 172-1800 | 1013.0 | 5.00 | 685-600 | 6 | In | I | Sil | 2.65 | 2.21 | 2.37 | 2.00 | .656 | .656 | .500 | .500 | 45 |
| 85 | Waukesha.......6WAK | T, B, Ind | 6-6¼x6½ | 94.0 | 202-1800 | 1199.0 | 5.00 | 810-600 | 6 | In | I | Sil | 2.65 | 2.21 | 2.37 | 2.00 | .656 | .656 | .500 | .500 | 45 |
| 86 | Waukesha.......6EK | Ind | 6-7x7 | 117.6 | 190-1125 | 1616.0 | 4.00 | 1120-550 | 6 | In | I | Sil | 2.75 | 2.50 | 2.50 | 2.25 | .718 | .718 | .562 | .562 | 30 |
| 87 | Waukesha.......6NK | M, Ind | 6-7x8½ | 117.6 | 220-1050 | 1962.0 | 5.50 | 1330-600 | 6 | In | I | Sil | 2.75 | 2.50 | 2.50 | 2.25 | .718 | .718 | .562 | .562 | 30 |
| 88 | Waukesha.......6LS | Ind | 6-7x8½ | 117.6 | 240-1050 | 1962.0 | 3.80 | 1310-720 | 1 | Se | L | Sil | 3.00 | 2.75 | 2.75 | 2.50 | .740 | .825 | .562 | .562 | 30 |
| 89 | Waukesha.......6LK | Ind | 6-7¾x8½ | 144.0 | 291-1050 | 2406.0 | 3.70 | 1610-700 | 1 | Se | L | Sil | 3.00 | 2.75 | 2.75 | 2.50 | .740 | .825 | .562 | .562 | 30 |
| 90 | Waukesha.......6LRO | Ind | 6-8½x8½ | 173.4 | 343-1050 | 2894.0 | 3.80 | 1860-700 | 3 | Se | L | Sil | 3.50 | 3.00 | 3.25 | 2.75 | .750 | .840 | .562 | .562 | 30 |
| 91 | White.......250 | T, B | 6-3 7/16x4½ | 28.4 | 76-3000 | 250.6 | 6.13 | 175-1200 | 6 | In | L | AUS | 1.69 | 1.62 | 1.50 | 1.37 | .396 | .396 | .375 | .375 | 45 |
| 92 | White.......270 | T, B | 6-3 9/16x4½ | 30.4 | 91-2900 | 270.0 | 5.88 | 200-1200 | 6 | In | L | AUS | 1.69 | 1.62 | 1.50 | 1.37 | .396 | .396 | .406 | .406 | 45 |
| 93 | White.......318 | T, B | 6-3⅞x4½ | 36.0 | 110-3000 | 318.0 | 6.30 | 245-1300 | 6 | In | L | AUS | 1.66 | 1.69 | 1.50 | 1.37 | .396 | .396 | .375 | .375 | 45 |
| 94 | White.......362 | T, B | 6-3⅞x5⅛ | 36.0 | 116-2900 | 362.0 | 5.88 | 280-1200 | 6 | In | L | AUS | 1.66 | 1.69 | 1.43 | 1.50 | .381 | .381 | .406 | .406 | 45 |
| 95 | White.......460 | T, B | 6-4 5/16x5¼ | 44.6 | 123-2400 | 460.0 | 5.00 | 320-1000 | 6 | Se | I | CNT | 2.13 | 2.03 | 1.87 | 1.75 | .381 | .381 | .437 | .437 | 45 |
| 96 | White.......529 | T | 6-4⅝x5¼ | 51.3 | 134-2400 | 529.0 | 5.00 | 390-1000 | 6 | Se | I | CNT | 2.13 | 2.03 | 1.87 | 1.81 | .381 | .381 | .437 | .500 | 45 |
| 97 | White.......(H)681 | B | 12-4⅛x4¼ | 81.7 | 210-3000 | 681.0 | 5.88 | 500-1200 | 12 | In | L | AUS | 1.85 | 1.75 | 1.62 | 1.62 | .381 | .381 | .401 | .401 | (h) |
| 98 | Wisconsin.......AC-4 | Tr | 4-2⅝x3¼ | 11.0 | 16-2600 | 70.4 | 4.60 | 39-1600 | 4 | Se | I | Sil | 1.12 | 1.12 | .937 | .937 | .232 | .232 | .310 | .310 | 45 |

For abbreviations see pages 242 and 243

# COMMERCIAL VEHICLE ENGINES—*continued*

| Front End Drive—Type | PISTONS: Material | PISTONS: Length (In.) | PISTONS: Weight (with Pins, Rings and Bushing)—(Oz.) | PISTONS: Piston Pin—Diameter and Length (In.) | Number of Rings per Piston | CONNECTING RODS: Material | CONNECTING RODS: Center to Center Length (In.) | CONNECTING RODS: Weight—With Bushing and Cap (Oz.) | CRANKSHAFT: Material | CRANKSHAFT: Counterbalances Used | CRANKSHAFT: Crank-pin Diameter and Length (In.) | CRANKSHAFT: Main Bearings: Number | CRANKSHAFT: Main Bearings: Diameter and Length (In.): Front | CRANKSHAFT: Main Bearings: Diameter and Length (In.): Rear | Oil Pressure To | SPARK PLUG: Recommended Make | SPARK PLUG: Thread Size | CARBURETOR: Make | CARBURETOR: Size | Adapted for Use of Kerosene or Distillate | Weight (Without Carburetor or Ignition)—Lbs. | OVERALL DIMENSIONS (In.): Width | OVERALL DIMENSIONS (In.): Height | OVERALL DIMENSIONS (In.): Length | Line Number |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| HG | CI | 6.25 | ..... | 1.37x5.37 | 4 | AS | 15 17/32 | ...... | CNS | N | 2.62x3.00 | 7 | 2.62x3.00 | 2.62x3.00 | abcde | CH | 7/8-18 | Str | 2 | No | 2025 | 29 7/8 | 39 1/2 | 88 1/16 | 1 |
| HG | CI | 6.25 | ..... | 1.37x5.37 | 4 | AS | 15 17/32 | ...... | CNS | N | 2.62x3.00 | 7 | 2.62x3.00 | 2.62x3.00 | abcde | CH | 7/8-18 | Str | 2 | No | 2200 | 28 | 45 1/2 | 88 1/2 | 2 |
| HG | Al | 6.12 | 84.8 | 1.37x5.37 | 6 | AS | 15 1/2 | ...... | CNS | Y | 2.62x3.00 | 7 | 2.62x3.00 | 2.62x3.00 | abcde | CH | 7/8-18 | Str | 2 | No | 2100 | 29 7/8 | 39 1/2 | 88 1/16 | 3 |
| HG | CI | 8.25 | ..... | 1.62x6.37 | 4 | AS | 20 | ...... | CNS | N | 2.87x3.62 | 7 | 2.87x3.62 | 2.87x3.62 | abcde | CH | 7/8-18 | Str | 2 | No | 4800 | 38 1/4 | 48 1/4 | 103 1/4 | 4 |
| HG | CI | 7.00 | ..... | 1.87x5.50 | 4 | AS | 19 | ...... | CNS | N | 3.50x4.12 | 7 | 3.50x4.12 | 3.50x4.12 | abcde | CH | 7/8-18 | Hol(2) | 2 | No | 4000 | 36 | 55 3/16 | 111 1/2 | 5 |
| HG | CI | 6.00 | 140.0 | 1.25x5.12 | 4 | CS | 12 1/2 | 96 | CNS | Y | 2.25x2.62 | 3 | 2.25x4.62 | 2.25x4.75 | Splash | CH | 1/2 pipe | Sch | 1 1/2 | No | 1100 | 24 | 36 1/2 | 53 7/8 | 6 |
| HG | Al | 5.50 | 94.0 | 1.43x4.37 | 4 | CS | 12 1/2 | 113 | CNS | Y | 2.50x2.12 | 7 | 3.00x1.75 | 3.00x2.87 | abcdef | CH | 7/8-18 | Zen(2) | 1 1/2 | No | 1400 | 27 1/2 | 33 1/2 | 71 3/4 | 7 |
| HG | Al | 5.50 | 94.0 | 1.43x4.37 | 4 | CS | 12 1/2 | 113 | CNS | Y | 2.50x2.12 | 7 | 3.00x1.75 | 3.00x2.87 | abcdef | CH | 7/8-18 | Zen(2) | 1 1/2 | No | 1400 | 27 1/2 | 33 1/2 | 71 3/4 | 8 |
| HG | Al | 5.50 | 94.0 | 1.43x4.37 | 4 | CS | 12 1/2 | 113 | CNS | Y | 2.50x2.12 | 7 | 3.00x1.75 | 3.00x2.87 | abcdef | CH | 7/8-18 | Zen(2) | 1 1/2 | No | 1850 | 27 1/2 | 33 1/2 | 71 3/4 | 9 |
| HG | Al | 5.50 | 94.0 | 1.43x4.37 | 4 | CS | 12 1/2 | 113 | CNS | Y | 2.50x2.12 | 7 | 3.00x1.75 | 3.00x2.87 | abcdef | CH | 7/8-18 | Zen(2) | 1 3/4 | No | 1400 | 27 1/2 | 33 1/2 | 71 3/4 | 10 |
| HG | Al | 5.50 | 94.0 | 1.43x4.37 | 4 | CS | 12 1/2 | 113 | CNS | Y | 2.50x2.12 | 7 | 3.00x1.75 | 3.00x2.87 | abcdef | CH | 7/8-18 | Zen(2) | 1 1/2 | No | 2000 | 27 7/16 | 23 | 81 1/16 | 11 |
| HG | Al | 5.50 | 94.0 | 1.43x4.37 | 4 | CS | 12 1/2 | 113 | CNS | Y | 2.50x2.12 | 7 | 3.00x1.75 | 3.00x2.87 | abcdef | CH | 7/8-18 | Zen(2) | 1 3/4 | No | 2000 | 27 1/2 | 33 1/2 | 71 3/4 | 12 |
| HG | Al | 5.50 | 94.0 | 1.43x4.37 | 4 | CS | 12 1/2 | 113 | CNS | Y | 2.50x2.12 | 7 | 3.00x1.75 | 3.00x2.87 | abcdef | CH | 7/8-18 | Zen(2) | 1 1/2 | No | 2000 | 27 1/2 | 33 1/2 | 71 3/4 | 13 |
| HG | CI | 6.00 | 140.0 | 1.25x5.12 | 5 | CS | 14 | 130 | CNS | Y | 2.50x3.00 | 4 | 2.50x4.43 | 2.50x4.43 | abcdef | CH | 7/8-18 | Zen(2) | 1 3/4 | No | 2000 | 30 1/2 | 36 1/4 | 87 1/2 | 14 |
| HG | CI | 6.00 | 140.0 | 1.25x5.12 | 5 | CS | 14 | 130 | CNS | Y | 2.50x3.00 | 4 | 2.50x4.43 | 2.50x4.43 | abcdef | CH | 7/8-18 | Zen(2) | 1 3/4 | No | 2000 | 30 1/2 | 36 1/4 | 87 1/2 | 15 |
| HG | CI | 6.00 | 140.0 | 1.25x5.12 | 5 | CS | 14 | 130 | CNS | Y | 2.50x3.00 | 4 | 2.50x4.43 | 2.50x4.43 | abcdef | CH | 7/8-18 | Zen(2) | 1 3/4 | No | 2000 | 30 1/2 | 36 1/4 | 87 1/2 | 16 |
| HG | Al | 5.81 | 100.0 | 1.25x5.12 | 3 | CS | 14 | 130 | CNS | Y | 2.50x3.00 | 4 | 2.50x4.43 | 2.50x4.43 | abcdef | CH | 7/8-18 | Zen(2) | 1 3/4 | No | 2250 | 30 1/2 | 45 1/8 | 87 1/2 | 17 |
| HG | Al | 6.06 | 100.0 | 1.25x5.12 | 3 | CS | 14 | 130 | CNS | Y | 2.50x3.00 | 4 | 2.50x4.43 | 2.50x4.43 | abcdef | CH | 7/8-18 | Zen(2) | 1 3/4 | No | 2000 | 30 1/2 | 45 1/8 | 87 1/2 | 18 |
| HG | Al | 6.46 | 110.0 | 1.25x5.12 | 3 | CS | 14 | 130 | CNS | Y | 2.50x3.00 | 4 | 2.50x4.43 | 2.50x4.43 | abcdef | CH | 7/8-18 | Zen(2) | 2 1/2 | No | 2175 | 30 1/2 | 45 1/8 | 87 1/2 | 19 |
| HG | Al | 6.06 | 125.0 | 1.50x5.37 | 4 | CS | 14 1/2 | 224 | CNS | Y | 3.00x3.12 | 7 | 3.25x2.62 | 3.25x3.68 | abcdef | CH | 7/8-18 | SZ(2) | 2 1/2 | No | 4000 | 31 | 49 1/4 | 102 | 20 |
| HG | Al | 6.42 | 129.0 | 1.50x5.37 | 4 | CS | 14 1/2 | 224 | CNS | Y | 3.00x3.12 | 7 | 3.25x2.62 | 3.25x3.68 | abcdef | CH | 7/8-18 | SZ(2) | 2 1/2 | No | 3400 | 31 | 49 1/4 | 102 | 21 |
| HG | Al | 8.00 | 280.0 | 2.00x7.00 | 4 | CS | 18 | 416 | CNS | Y | 4.00x3.12 | 7 | 4.00x3.37 | 4.00x5.50 | abcdef | CH | 7/8-18 | Zen(3) | 2 1/2 | No | 7100 | 40 1/8 | 72 3/4 | 121 3/8 | 22 |
| HG | Al | 8.25 | 290.0 | 2.00x7.00 | 4 | CS | 18 | 416 | CNS | Y | 4.00x3.12 | 7 | 4.00x3.37 | 4.00x5.50 | abcdef | CH | 7/8-18 | Zen(3) | 2 1/2 | No | 7100 | 40 1/8 | 72 3/4 | 121 3/8 | 23 |
| HG | Al | 8.93 | 290.0 | 2.00x7.00 | 4 | CS | 18 | 416 | CNS | Y | 4.00x3.12 | 7 | 4.00x3.37 | 4.00x5.50 | abcdef | CH | 7/8-18 | Zen(3) | 2 1/2 | D | 7100 | 40 1/8 | 72 3/4 | 121 3/8 | 24 |
| HG | Al | 5.81 | 100.0 | 1.25x5.12 | 3 | CS | 14 | 130 | CNS | Y | 2.50x3.00 | 5 | 2.50x4.43 | 2.50x4.43 | abcdef | CH | 7/8-18 | Zen(2) | 2 1/2 | No | 3400 | 30 1/2 | 45 1/8 | 104 9/16 | 25 |
| HG | Al | 6.06 | 100.0 | 1.25x5.12 | 3 | CS | 14 | 130 | CNS | Y | 2.50x3.00 | 5 | 2.50x4.43 | 2.50x4.43 | abcdef | CH | 7/8-18 | Zen(2) | 2 1/2 | No | 3400 | 30 1/2 | 45 1/8 | 104 9/16 | 26 |
| HG | Al | 8.00 | 280.0 | 2.00x7.00 | 4 | CS | 18 | 416 | CNS | Y | 4.00x3.12 | 9 | 4.00x3.37 | 4.00x5.50 | abcdef | CH | 7/8-18 | Zen(4) | 2 1/2 | No | 9000 | 40 1/8 | 72 3/4 | 142 3/8 | 27 |
| HG | Al | 8.25 | 290.0 | 2.00x7.00 | 4 | CS | 18 | 416 | CNS | Y | 4.00x3.12 | 9 | 4.00x3.37 | 4.00x5.50 | abcdef | CH | 7/8-18 | Zen(4) | 2 1/2 | No | 9000 | 40 1/8 | 72 3/4 | 142 3/8 | 28 |
| HG | Al | 8.93 | 290.0 | 2.00x7.00 | 4 | CS | 18 | 416 | CNS | Y | 4.00x3.12 | 9 | 4.00x3.37 | 4.00x5.50 | abcdef | CH | 7/8-18 | Zen(4) | 2 1/2 | D | 9000 | 40 1/8 | 72 3/4 | 142 3/8 | 29 |
| HG | CI | 4.12 | 64.0 | 1.10x3.25 | 3 | CS | 8 1/2 | 43 | CS | Y | 1.50x2.12 | 2 | 1.50x3.00 | 1.50x3.00 | Splash | AC | 7/8-18 | Str | 3/4 | K | 210 | 19 1/4 | 22 9/16 | 21 3/8 | 30 |
| HG | CI | 4.12 | 64.0 | 1.10x3.25 | 3 | CS | 8 1/2 | 43 | CS | N | 1.50x2.12 | 2 | 1.50x3.00 | 1.50x3.00 | Splash | AC | 7/8-18 | Str | 1 | K | 415 | 19 1/2 | 22 13/16 | 36 1/4 | 31 |
| HG | Al | 2.37 | 10.0 | .625x2.12 | 3 | CS | 6 | 14 | CS | N | 1.43x1.25 | 2♦ | ND1207xl | ND1207xl | ce | AC | 14 mm. | Zen | 5/8 | No | 240 | 18 1/4 | 19 1/8 | 27 5/8 | 32 |
| HG | CI | 3.00 | 19.0 | .625x2.40 | 3 | CS | 8 | 27 | CS | N | 1.75x1.50 | 2 | 1.76x2.81 | 1.73x2.87 | abe | AC | 7/8-18 | Str | 1 | K | 330 | 15 7/8 | 21 1/8 | 38 5/8 | 33 |
| HG | CI | 3.50 | 30.0 | .875x2.62 | 3 | CS | 7 1/4 | 29 | CS | N | 1.75x1.25 | 3 | 2.12x1.43 | 2.12x1.18 | abcde | AC | 18 mm. | Str | 1 | K | 490 | 21 3/8 | 24 3/16 | 35 | 34 |
| HG | CI | 3.93 | 45.0 | 1.10x3.06 | 4 | CS | 8 3/4 | 46 | CS | N | 2.00x1.50 | 3 | 2.00x2.50 | 2.00x1.87 | abcde | AC | 7/8-18 | Str | 1 | K | 610 | 19 1/8 | 26 1/4 | 41 | 35 |
| HG | CIA | 4.12 | 64.0 | 1.10x3.25 | 3 | CS | 8 1/2 | 43 | CS | N | 1.50x2.12 | 3 | 1.50x3.00 | 1.50x3.00 | abe | AC | 7/8-18 | Str | 1 | K | 620 | 19 1/2 | 22 13/16 | 46 5/8 | 36 |
| HG | CIA | 4.75 | 69.0 | 1.10x3.56 | 4 | CS | 10 3/8 | 66 | CS | N | 2.00x2.25 | 3 | 2.00x4.18 | 2.00x3.50 | abe | AC | 7/8-18 | Str | 1 1/4 | K | 830 | 20 1/4 | 26 15/16 | 54 3/8 | 37 |
| HG | CIA | 4.75 | 89.0 | 1.10x3.93 | 4 | CS | 10 3/8 | 66 | CS | N | 2.00x2.25 | 3 | 2.00x4.18 | 2.00x3.50 | abe | AC | 7/8-18 | Str | 1 1/2 | K | 830 | 20 1/4 | 26 15/16 | 54 3/8 | 38 |
| HG | CIA | 5.25 | 82.0 | 1.25x3.87 | 4 | CS | 11 3/8 | 87 | CS | N | 2.56x2.25 | 5 | 2.56x4.25 | 2.56x4.25 | abce | AC | 7/8-18 | Str | 1 1/2 | K | 1175 | 22 3/4 | 27 1/16 | 59 5/16 | 39 |
| HG | CIA | 6.00 | 126.0 | 1.43x4.68 | 4 | CS | 13 1/4 | 168 | CS | N | 2.56x3.00 | 5 | 2.62x4.50 | 2.62x4.50 | abcde | AC | 7/8-18 | Str | 2 | K | 1720 | 25 7/8 | 35 1/2 | 74 1/16 | 40 |
| HG | CIA | 6.00 | 150.0 | 1.43x5.25 | 4 | CS | 13 1/4 | 168 | CS | N | 2.56x3.00 | 5 | 2.62x4.50 | 2.62x4.50 | abcde | AC | 7/8-18 | Str | 2 | K | 1730 | 25 7/8 | 35 1/2 | 74 1/16 | 41 |
| HG | CIA | 6.00 | 190.0 | 1.43x5.50 | 4 | CS | 13 1/4 | 168 | CS | N | 2.56x3.00 | 5 | 2.62x4.50 | 2.62x4.50 | abcde | AC | 7/8-18 | Str | 2 | K | 1740 | 25 7/8 | 35 1/2 | 74 1/16 | 42 |
| HG | Al | 4.37 | 37.0 | 1.00x3.00 | 4 | CS | 8 | 40 | CS | N | 2.00x1.50 | 7 | 2.62x2.00 | 2.62x1.25 | abcde | AC | 18 mm. | Str | 1 1/4 | K | 1000 | 22 1/2 | 28 1/4 | 53 13/16 | 43 |
| HG | CI | 4.37 | 78.0 | 1.00x4.00 | 4 | CS | 8 3/4 | 48 | CS | N | 2.25x1.50 | 7 | 2.62x2.75 | 2.62x1.62 | abcde | AC | 14 mm. | Str | 1 1/4 | K | 1185 | 20 1/4 | 27 7/8 | 57 13/16 | 44 |
| HG | CIA | 5.25 | 82.0 | 1.25x3.87 | 4 | CS | 11 3/8 | 87 | CS | N | 2.56x2.25 | 7 | 2.56x4.25 | 2.56x4.25 | abce | AC | 7/8-18 | Str | 1 1/2 | K | 1475 | 23 3/8 | 30 9/16 | 72 9/16 | 45 |
| HG | CIA | 5.25 | 106.0 | 1.25x4.31 | 4 | CS | 11 3/8 | 87 | CS | N | 2.56x2.25 | 7 | 2.56x4.25 | 2.56x4.25 | abce | AC | 7/8-18 | Str | 2 | K | 1565 | 24 1/8 | 30 9/16 | 72 3/4 | 46 |
| HG | CIA | 6.00 | 126.0 | 1.43x4.68 | 4 | CS | 13 1/4 | 168 | CS | N | 2.56x3.00 | 7 | 2.62x4.50 | 2.62x4.50 | abcde | AC | 7/8-18 | Str | 2 | K | 2330 | 27 1/8 | 35 1/2 | 91 3/8 | 47 |
| HG | CIA | 6.00 | 150.0 | 1.43x5.25 | 4 | CS | 13 1/4 | 168 | CS | N | 2.56x3.00 | 7 | 2.62x4.50 | 2.62x4.50 | abcde | AC | 7/8-18 | Str | 2 | K | 2360 | 27 1/8 | 35 1/2 | 91 3/8 | 48 |
| HG | CIA | 6.00 | 190.0 | 1.43x5.50 | 4 | CS | 13 1/4 | 168 | CS | N | 2.56x3.00 | 7 | 2.62x4.50 | 2.62x4.50 | abcde | AC | 7/8-18 | Str | 2 | K | 2380 | 27 1/8 | 35 1/2 | 91 3/8 | 49 |
| SG | CI | 4.65 | ..... | 1.00x3.75 | 3 | Dur | 8 1/2 | ...... | CS | Y | 2.00x2.00 | 2 | 2.00x2.00 | 2.00x2.00 | Splash | CH | 18 mm. | Str | 5/8 | K-D | 200 | 15 3/16 | 25 9/16 | 18 1/16 | 50 |
| HG | Al | 3.25 | ..... | .750x2.56 | 4 | CS | 7 1/4 | ...... | CS | Y | 1.75x1.37 | 2 | 1.75x1.87 | 1.75x2.00 | abc | CH | 18 mm. | Str | 5/8 | K-D | 300 | 20 7/16 | 22 5/8 | 27 1/4 | 51 |
| HG | CI | 3.25 | ..... | .625x2.44 | 3 | CS | 7 1/2 | ...... | CS | N | 1.50x1.75 | 2 | 1.50x2.75 | 1.50x2.75 | abc | CH | 18 mm. | Zen | 1 | K-D | 377 | 17 1/16 | 17 1/16 | 34 | 52 |
| HG | Al | 3.25 | 15.0 | .750x2.56 | 4 | Dur | 7 1/4 | 18 | CS | Y | 1.75x1.37 | 3 | 1.75x2.50 | 1.75x2.50 | abcde | CH | 18 mm. | Str | 1 1/4 | K-D | ..... | 19 1/16 | 22 1/4 | 36 3/8 | 53 |
| HG | Al | 3.50 | 20.0 | .875x2.75 | 4 | Dur | 8 1/2 | 30 | CS | N | 2.00x1.75 | 3 | 2.00x2.50 | 2.00x2.50 | abc | CH | 18 mm. | Zen | 1 | K-D | 545 | 18 1/2 | 25 1/4 | 39 3/8 | 54 |
| HG | Al | 3.25 | 15.0 | .750x2.56 | 4 | Dur | 7 1/4 | 18 | CS | Y | 1.75x1.37 | 4 | 1.75x2.50 | 1.75x2.50 | abcde | CH | 18 mm. | Str | 1 1/4 | K-D | ..... | 20 1/16 | 22 5/8 | 43 7/8 | 55 |
| HG | Al | 3.87 | 28.0 | .875x3.00 | 4 | Dur | 8 1/2 | 28 | CS | N | 2.00x1.87 | 7 | 2.00x2.56 | 2.00x2.56 | abc | CH | 18 mm. | Zen | 1 1/2 | No | 920 | 22 | 26 1/4 | 49 7/8 | 56 |
| Ch | Al | 3.87 | 28.0 | .875x3.00 | 4 | CS | 8 1/2 | 28 | CS | N | 2.00x1.87 | 9 | 2.00x2.56 | 2.00x2.56 | abc | CH | 18 mm. | Zen | 1 3/4 | No | 1150 | 22 1/16 | 26 3/4 | 64 1/4 | 57 |
| | Ala | 4.65 | 76.0 | 1.25x4.18 | 5 | AS | 12 | (aa) | AS | N | 2.37x2.50 | 7 | 2.62x4.62 | 2.62x2.00 | abc | CH | 18 mm. | Zen | 2 | No | 1920 | 32 1/4 | 40 3/4 | 90 1/4 | 58 |
| 5400 lbs. | | | | | | | | | | | | | | | | | | | | | | | | | 59 |
| .... | Ala | 4.18 | 92.0 | 1.50x5.62 | 5 | AS | 11 | (bb) | CNS | Y | 3.25x2.87 | 8 | 3.50x2.87 | 3.50x1.62 | abc | BG | 18 mm. | Str | 3 1/8 | D | 2800 | 45 1/2 | 45 1/8 | 93 | 60 |
| HG | CI | 2.34 | 9.0 | .625x2.12 | 3 | CS | 6 | 14 | CS | N | 1.56x1.25 | 2♦ | 1.37x.... | 1.37x.... | ace | Op | 14 mm. | Op | 5/8 | No | 143 | 14 1/8 | 20 1/2 | 21 11/16 | 61 |
| HG | CI | 3.25 | 26.0 | .875x2.25 | 3 | CS | 7 1/4 | 29 | CS | N | 1.75x1.06 | 3 | 2.12x1.18 | 2.12x1.43 | abcde | Op | 18 mm. | Op | 1 | No | 280 | 19 | 26 3/4 | 37 3/8 | 62 |
| HG | CI | 3.50 | 30.0 | .875x2.75 | 3 | CS | 7 1/4 | 29 | CS | N | 1.75x1.06 | 3 | 2.12x1.18 | 2.12x1.43 | abcde | Op | 18 mm. | Op | 1 | K | 290 | 19 | 26 3/4 | 37 3/8 | 63 |
| HG | CI | 3.93 | 45.0 | 1.12x3.03 | 4 | CS | 8 3/4 | 46 | CS | N | 2.00x1.50 | 3 | 2.00x1.87 | 2.00x2.50 | abcde | Op | 7/8-18 | Op | 1 | K | 385 | 17 7/8 | 27 | 32 1/4 | 64 |
| HG | CI | 4.87 | 76.0 | 1.31x3.87 | 4 | CS | 10 1/2 | 86 | CS | N | 2.37x2.12 | 3 | 2.37x2.12 | 2.37x2.75 | abcdeg | Op | 7/8-18 | Op | 1 1/4 | No | 870 | 21 1/4 | 35 | 39 | 65 |
| HG | CI | 4.87 | 85.0 | 1.31x4.06 | 4 | CS | | 86 | CS | N | 2.37x2.12 | 3 | 2.37x2.12 | 2.37x2.75 | abcdeg | Op | 7/8-18 | Op | 1 1/4 | K-D | 925 | 21 1/4 | 35 | 39 | 66 |
| HG | CI | 5.87 | 126.0 | 1.50x4.48 | 4 | CS | 11 3/4 | 141 | CS | N | 2.75x2.50 | 3 | 3.00x2.87 | 3.00x3.62 | abcdeg | Op | 7/8-18 | Op | 1 1/2 | K-D | 1575 | 24 | 42 | 46 1/8 | 67 |
| HG | CI | 5.87 | 132.0 | 1.50x4.48 | 4 | CS | 11 3/4 | 141 | CS | N | 2.75x2.50 | 3 | 3.00x2.87 | 3.00x3.62 | abcdeg | Op | 7/8-18 | Op | 1 1/2 | K-D | 1600 | 24 | 42 | 46 1/8 | 68 |
| HG | CI | 6.53 | 178.0 | 1.37x5.25 | 4 | CS | 13 1/4 | 146 | CS | N | 2.75x2.50 | 3 | 3.00x3.00 | 3.00x3.62 | abcde | Op | 7/8-18 | Op | 1 3/4 | K-D | 1600 | 24 3/8 | 45 1/8 | 62 | 69 |
| HG | CI | 7.50 | 370.0 | 1.62x6.00 | 4 | CS | 18 | 278 | CS | N | 3.25x2.75 | 5 | 3.75x3.75 | 3.75x5.50 | abcde | Op | 7/8-18 | Op | 2 | K | 2750 | 34 | 51 1/4 | 59 7/16 | 70 |
| HG | CI | 8.68 | 447.0 | 2.00x6.75 | 4 | CS | 18 | 278 | CS | N | 3.25x2.75 | 5 | 3.75x3.75 | 3.75x5.50 | abcdeg | Op | 7/8-18 | Op | 2 1/2 | No | 3560 | 34 3/4 | 63 1/2 | 59 7/16 | 71 |
| HG | Al‡ | 4.37 | 34.0 | 1.00x3.25 | 4 | CS | 8 | 40 | CS | N | 2.00x1.50 | 7 | 2.62x1.25 | 2.62x2.00 | abcde | Op | 18 mm. | Op | 1 1/2 | No | 685 | 26 | 31 | 39 1/2 | 72 |
| HG | Al‡ | 4.37 | 37.0 | 1.00x3.50 | 4 | CS | 8 | 40 | CS | N | 2.00x1.50 | 7 | 2.62x1.25 | 2.62x2.00 | abcde | Op | 18 mm. | Op | 1 1/2 | No | 690 | 26 | 31 | 39 1/2 | 73 |
| HG | Al‡ | 4.37 | 46.0 | 1.00x3.85 | 4 | CS | 8 | 40 | CS | N | 2.00x1.50 | 7 | 2.62x1.25 | 2.62x2.00 | abcde | Op | 18 mm. | Op | 1 1/2 | No | 706 | 26 | 31 | 39 1/2 | 74 |
| HG | Al | 4.50 | 48.0 | 1.00x3.75 | 4 | CS | 8 3/4 | 46 | CS | N | 2.25x1.50 | 7 | 2.87x2.25 | 2.87x2.75 | abcdeg | Op | 18 mm. | Op | 1 3/4 | No | 1125 | 26 | 38 1/2 | 59 1/16 | 75 |
| HG | Al‡ | 4.37 | 45.0 | 1.00x3.85 | 4 | CS | 8 3/4 | 48 | CS | N | 2.25x1.50 | 7 | 2.62x1.62 | 2.62x2.75 | abcde | Op | 18 mm. | Op | 1 1/2 | No | 890 | 20 1/2 | 31 | 43 1/16 | 76 |
| HG | Al‡ | 4.37 | 48.0 | 1.00x4.00 | 4 | CS | 8 3/4 | 48 | CS | N | 2.25x1.50 | 7 | 2.62x1.62 | 2.62x2.75 | abcde | Op | 18 mm. | Op | 1 1/2 | No | 920 | 20 1/2 | 31 | 43 1/16 | 77 |
| HG | Al | 5.15 | 65.0 | 1.37x3.93 | 4 | CS | 10 1/4 | 84 | CS | N | 2.75x1.75 | 7 | 3.00x2.00 | 3.00x3.00 | abcdeg | Op | 18 mm. | Op | 1 3/4 | No | 1425 | 27 | 42 3/4 | 61 1/16 | 78 |
| HG | Al‡ | 4.62 | 89.0 | 1.37x4.00 | 4 | CS | 10 1/4 | 83 | CS | N | 2.75x1.75 | 7 | 3.00x1.87 | 3.00x3.00 | abcde | Op | 7/8-18 | Op | 1 3/4 | No | 1225 | 26 | 35 7/16 | 46 9/16 | 79 |
| HG | Al‡ | 5.25 | 70.0 | 1.37x4.25 | 4 | CS | 10 1/4 | 83 | CS | N | 2.75x1.75 | 7 | 3.00x1.87 | 3.00x3.00 | abcde | Op | 7/8-18 | Op | 1 3/4 | No | 1225 | 26 | 35 7/16 | 46 9/16 | 80 |
| HG | CI | 6.43 | 190.0 | 1.87x4.25 | 5 | CS | 11 3/4 | 130 | CS | N | 3.00x2.00 | 7 | 3.62x2.62 | 3.62x3.50 | abcdeg | Op | 18 mm. | Op | 1 3/4 | No | 2230 | 26 7/16 | 49 1/16 | 58 9/16 | 81 |
| HG | Al | 6.00 | 89.0 | 1.37x4.60 | 4 | CS | 13 1/4 | 145 | CS | N | 2.75x2.50 | 7 | 3.50x2.50 | 3.50x3.50 | abcde | Op | 7/8-18 | Op | 2 | No | 1575 | 26 | 41 15/16 | 54 7/16 | 82 |
| HG | CI | 6.43 | 196.0 | 1.87x4.75 | 4 | CS | 11 3/4 | 130 | CS | N | 3.00x2.00 | 7 | 3.62x2.62 | 3.62x3.50 | abcdeg | Op | 18 mm. | Op | 1 3/4 | No | 2250 | 26 7/16 | 49 1/16 | 58 9/16 | 83 |
| HG | CI | 8.37 | 262.0 | 1.87x5.00 | 4 | CS | 13 1/4 | 195 | CS | N | 3.37x2.37 | 7 | 4.00x2.56 | 4.00x3.56 | abcdeg | Op | 18 mm. | Op | 2 1/2 | No | 3200 | 28 | 51 1/2 | 65 5/8 | 84 |
| HG | CI | 8.37 | 294.0 | 1.87x5.50 | 4 | CS | 13 1/4 | 195 | CS | N | 3.37x2.37 | 7 | 4.00x2.56 | 4.00x3.56 | abcdeg | Op | 18 mm. | Op | 2 1/2 | No | 3220 | 28 | 51 1/2 | 65 5/8 | 85 |
| HG | CI | 9.18 | 304.0 | 2.00x6.00 | 4 | CS | 15 3/8 | 314 | CS | N | 3.25x2.75 | 7 | 3.75x3.75 | 3.75x5.50 | abcdeg | Op | 18 mm. | Op | 2 | No | 4975 | 32 3/8 | 56 1/4 | 76 5/8 | 86 |
| HG | CI | 9.18 | 304.0 | 2.00x6.00 | 4 | CS | 15 3/8 | ...... | CS | N | 3.25x2.75 | 7 | 3.75x3.87 | 3.75x5.50 | abcdeg | Op | 18 mm. | Op | 2 1/2 | No | 4975 | 32 3/8 | 57 5/16 | 76 5/8 | 87 |
| HG | CI | 8.62 | 420.0 | 2.25x6.25 | 4 | CS | 18 3/8 | 474 | CS | N | 4.00x3.75 | 7 | 4.25x4.81 | 4.25x5.50 | abcde | Op | 7/8-18 | Op | 2 1/2 | No | 7500 | 46 1/2 | 59 | 92 7/16 | 88 |
| HG | CI | 8.62 | 489.0 | 2.25x7.00 | 4 | CS | 18 3/8 | 474 | CS | N | 4.00x3.75 | 7 | 4.25x4.81 | 4.25x5.50 | abcde | Op | 7/8-18 | Op | 2 1/2 | No | 7500 | 46 1/2 | 59 | 92 7/16 | 89 |
| HG | CI | 10.37 | 776.0 | 2.25x7.75 | 5 | CS | 18 3/8 | 474 | CS | N | 4.00x3.75 | 7 | 4.25x4.81 | 4.25x5.50 | abcdeg | Op | 7/8-18 | Op | 2 1/2 | No | 7800 | 46 1/2 | 63 3/4 | 92 7/16 | 90 |
| HG | Al | 4.71 | 32.9 | 1.00x3.03 | 4 | CS | 9 15/32 | 38.4 | CNS | Y | 2.18x1.34 | 7 | 2.87x1.84 | 2.87x2.12 | abcde | CH | 14 mm. | Zen | 1 1/4 | No | 850 | 27 | 36 | 45 | 91 |
| HG | CI | 4.71 | 48.1 | 1.12x3.03 | 4 | CS | 9 5/32 | 46.4 | CNS | Y | 2.18x1.34 | 7 | 2.87x1.84 | 2.87x2.12 | abcde | CH | 14 mm. | Zen | 1 3/8 | No | 852 | 29 | 35 | 43 | 92 |
| HG | Al | 4.40 | 36.6 | 1.00x3.46 | 4 | CS | 9 13/32 | 49.6 | CNS | Y | 2.18x1.34 | 7 | 2.87x1.84 | 2.87x2.12 | abcde | CH | 14 mm. | Str | 1 1/4 | No | 850 | 29 | 35 | 43 | 93 |
| HG | Al | 4.40 | 36.0 | 1.00x3.46 | 5 | CS | 9 15/32 | 48.9 | CNS | Y | 2.18x1.34 | 7 | 3.00x1.84 | 3.00x1.93 | abcde | CH | 14 mm. | Str | 1 1/4 | No | 850 | 29 | 35 | 43 | 94 |
| Ch | Al | 5.46 | 65.6 | 1.18x3.87 | 5 | CS | 10 1/2 | 68.8 | CNS | Y | 2.37x1.75 | 7 | 2.75x2.50 | 2.75x2.87 | abcdeg | AC | 18 mm. | Zen | 1 3/4 | No | 1279 | 34 | 42 1/2 | 55 1/2 | 95 |
| Ch | Al | 5.34 | 65.6 | 1.25x3.93 | 5 | CS | 10 1/2 | 59.2 | CNS | Y | 2.37x1.75 | 7 | 2.75x2.56 | 2.75x2.93 | abcdeg | AC | 18 mm. | Zen | 1 3/4 | No | 1291 | 34 | 42 1/2 | 55 1/2 | 96 |
| HG | Al | 4.40 | 44.0 | 1.18x3.62 | 5 | CS | 8 1/32 | 51.5 | CS | Y | 2.43x3.00 | 7 | 2.87x2.18 | 2.87x2.50 | abcd | CH | 14 mm. | Zen | 1 3/8 | No | 2200 | 38 1/2 | 21 1/4 | 69 1/4 | 97 |
| HG | Al | 3.00 | 11.0 | .875x2.17 | 3 | CS | 8 5/8 | 21 | CS | Y | 1.75x1.12 | 2 | Tim-420 | Tim-414 | abcdeg | CH | 18 mm. | Str | 3/4 | D | 230 | 17 | 26 5/16 | 28 11/16 | 98 |

For abbreviations see pages 242 and 243

# AMERICAN STOCK, MARINE AND

| Line Number | Make and Model | Designed for | Number of Cylinders Bore and Stroke (In.) | Rated Hp. (A.M.A.) | Maximum Brake Hp. at Specified R.P.M. | Piston Displacement (Cu. In.) | Compression Ratio | Maximum Torque at R.P.M. (Lb. Ft.) | No. of Cylinders Cast In One Piece | Crankcase—Upper Half Integral with Cylinders | Valves: Arrangement | Valves: Exhaust Head Material or S.A.E. No. | Valves: Max. Head Diameter (In.) Intake | Valves: Max. Head Diameter (In.) Exhaust | Valves: Min. Port Diameter (In.) Intake | Valves: Min. Port Diameter (In.) Exhaust | Valves: Lift (In.) Intake | Valves: Lift (In.) Exhaust | Valves: Stem Diameter (In.) Intake | Valves: Stem Diameter (In.) Exhaust | Valves: Seat Angle (Degrees) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | Wisconsin ........ AM-4 | Tr, Ind | 4-3¼x4 | 16.9 | 28-2200 | 132.0 | 4.60 | 79-1300 | 4 | Se | I | Sil | 1.50 | 1.37 | 1.31 | 1.18 | .276 | .256 | .312 | .312 | 45 |
| 2 | Wisconsin ........ AP-4 | Tr, Ind | 4-3½x4 | 19.6 | 31-2200 | 154.0 | 4.60 | 96-1100 | 4 | Se | I | Sil | 1.50 | 1.37 | .937 | 1.18 | .276 | .256 | .312 | .312 | 45 |
| 3 | Wisconsin ........ SU | T, Ind | 4-4x5 | 25.6 | 38-1600 | 251.0 | 4.20 | 160-1000 | 4 | In | I | Sil | 1.68 | 1.68 | 1.53 | 1.53 | .438 | .379 | .375 | .375 | 45 |
| 4 | Wisconsin ........ W | T, Tr, Ind | 4-4⅛x5 | 27.2 | 42-1600 | 267.0 | 4.15 | 182-950 | 4 | In | I | Sil | 1.68 | 1.68 | 1.53 | 1.53 | .438 | .379 | .375 | .375 | 45 |
| 5 | Wisconsin ........ X | T, Tr, Ind | 4-4½x5 | 32.4 | 66-1900 | 318.0 | 4.25 | 224-1000 | 4 | In | I | Sil | 2.00 | 2.00 | 1.81 | 1.81 | .384 | .393 | .437 | .437 | 45 |
| 6 | Wisconsin ........ N | T, Tr | 6-3½x4½ | 29.4 | 55-2600 | 245.0 | 4.50 | 163-650 | 6 | In | I | Sil | 1.65 | 1.65 | 1.50 | 1.50 | .382 | .382 | .375 | .375 | 45 |
| 7 | Wisconsin ........ GA-1 | T, Tr, Ind | 6-3⅝x5 | 31.5 | 44-1600 | 309.0 | 4.85 | 196-675 | 6 | In | I | Sil | 1.71 | 1.71 | 1.50 | 1.50 | .379 | .379 | .375 | .375 | 45 |
| 8 | Wisconsin ........ GA-2 | T, Tr, Ind | 6-3¾x5 | 33.7 | 49-1600 | 331.0 | 4.50 | 211-700 | 6 | In | I | Sil | 1.71 | 1.71 | 1.50 | 1.50 | .379 | .379 | .375 | .375 | 45 |
| 9 | Wisconsin ........ L-2 | T, Tr, Ind | 6-3⅞x5 | 36.0 | 62-1800 | 354.0 | 4.27 | 236-700 | 6 | In | I | Sil | 2.00 | 2.00 | 1.75 | 1.75 | .379 | .379 | .434 | .434 | 45 |
| 10 | Wisconsin ........ L-3 | T, Tr, Ind | 6-4⅛x5 | 40.8 | 68-1800 | 401.0 | 4.30 | 260-700 | 6 | In | I | Sil | 2.00 | 2.00 | 1.75 | 1.75 | .379 | .379 | .434 | .434 | 45 |
| 11 | Wisconsin ........ L-4 | T, Ind | 6-4¼x5 | 43.3 | 71-1800 | 426.0 | 4.26 | 280-650 | 6 | In | I | Sil | 2.00 | 2.00 | 1.75 | 1.75 | .379 | .379 | .439 | .439 | 45 |
| 12 | Wisconsin ........ ZA-1 | Tr, Ind | 6-4½x5 | 48.6 | 78-1600 | 477.0 | 4.50 | 322-800 | 6 | Se | I | Sil | 2.25 | 2.25 | 2.06 | 2.06 | .450 | .450 | .437 | .437 | 45 |
| 13 | Wisconsin ........ ZA-2 | Tr, Ind | 6-4⅝x5 | 51.3 | 82-1600 | 504.0 | 4.88 | 340-750 | 6 | Se | I | Sil | 2.25 | 2.25 | 2.06 | 2.06 | .450 | .450 | .437 | .437 | 45 |

**ABBREVIATIONS**

†—Intake, Tungsten Steel, Exhaust, Silcrome Steel
§—Weight complete
*—Pressure stream to Connecting Rods and Timing Gears
**—Pressure also to Camshaft Thrust Bearing
■—Also available in reduction gear models
▾—Also available in R. H. rotation
‡—Tocco hardened
♣—Ball Bearings used
‡—Cast Iron Pistons also supplied

★—Also made in 4 cylinder model
ϕ—Weight per pair
(1)—Liners use in cylinders
(2)—Two used (3)—Three used
(4)—Four used
(5)—Natural gas fuel equipment, or combination natural gas and gasoline equipment available
(6)—Also built in 4 and 6 cylinder models
a—Main Bearings
(aa)—Forked Rod, 88 oz., Plain Rod 50 oz.
AC—AC Spark Plug
Al—Aluminum Alloy
Ala—Aluminum Alloy, anodized

Als—Aluminum Alloy with Steel Strut
AS—Alloy Steel
Au—Auto-Lite
AUS—Austenitic Steel
b—Connecting Rod Bearings
(bb)—Master Rod and Pin, 163 oz., Link Rod, 55 oz.
B—Buses BG—Bevel Gear
Bos—Bosch Spark Plug
B—Ti-Ball or Timken Roller Bearings
c—Camshaft Bearings
C—Cars
CA—Champion or AC Spark Plugs
CAl—Chrome Aluminum

Car—Carter Carburetor
CAS—Cast Alloy Steel
Ch—Chain
CH—Champion Spark Plug
CHS—Chrome Nickel Silicon Steel
CI—Cast Iron
CIA—Cast Iron Anodized
CNS—Chrome Nickel Steel
CNT—Chrome Nickel Steel with Tungsten
CS—Carbon Steel
CT—Cast Iron, Tin Plated
CV—Chrome Vanadium
d—Wrist Pins
D—Distillate DC—Diachrome

# AMERICAN TWO-CYCLE OUTBOARD MOTORS

| Make and Model | Power Head | No. of Cylinders | Bore and Stroke (In.) | Piston Displacement (Cu. In.) | N.O.A. Certified Brake Hp. | R.P.M. | Weight (Lb.) | Piston Rings No. and Size | Propeller Diameter and Pitch (In.) | Starting Device | Fuel Tank Capacity (Gal.) | Gear Ratio | Ignition System Type | Carburetor Make and Size | Spark Plug Make and Model | Type of Exhaust | Cooling System |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Clark Troller .... T-39 Single | ........ | 1 | 1½x1½ | 2.65 | ...... | ...... | ...... | 2-3/32 | ........ | Cord | 0.25 | ...... | Battery | ........ | Ch-V-1 | ........ | (a) |
| Clark Troller .... TT-39 Twin | ........ | 2 | 1½x1½ | 5.30 | ...... | ...... | ...... | 2-3/32 | ........ | Cord | 0.31 | ...... | Battery | ........ | Ch-V-1 | ........ | (a) |
| Eclipse (1) ........ SMD | RV-2 Port | 1 | 2 1/16x1½ | 5.00 | 2.25 | 3300 | 27.0 | 3-3/32 | 7½x5 | Cord | 0.57 | 12-19 | Magneto | Str-⅝ | Ch-J10 | Underwater | Air |
| Eclipse (1) ........ TMD | RV-2 Port | 2 | 2 1/16x1½ | 10.00 | 4.50 | 4000 | 41.0 | 3-3/32 | 8¼x6 | Cord | 0.95 | 12-19 | Magneto | Str-¾ | Ch-J10 | Underwater | Air |
| Elto (2) ........ CUB | Ch.V-2 Port | 1 | 1⅛x1 | 1.00 | .50 | 4000 | 9.0 | 2-3/32 | 5½x4¾ | Cord | 0.12 | 12-25 | Magneto | Own | Ch-J4 | Underwater | Pump |
| Elto (2) ........ PAL | Ch.V-2 Port | 1 | 1⅜x1⅜ | 2.00 | 1.10 | 3750 | 14.0 | 2-3/32 | 6x5 | Cord | 0.20 | 13-20 | Magneto | Own.... | Ch-J8 | Underwater | Pump |
| Elto (2) ........ ACE | Ch.V-2 Port | 1 | 1¾x1 35/64 | 3.75 | 1.80 | 3500 | 23.0 | 2-3/32 | 7x6 | Cord | 0.43 | 13-20 | Magneto | Own.... | Ch-C7 | Underwater | Pump |
| Elto (2) ........ Handitwin | Ch.V-2 Port | 2 | 1¾x1⅜ | 6.60 | 3.00 | 3500 | 32.0 | 2-3/32 | 7½x6 | Cord | 0.43 | 13-20 | Magneto | Own.... | Ch-C7 | Underwater | Pump |
| Elto (2) ........ Lightwin | Ch.V-2 Port | 2 | 2x1⅝ | 10.00 | 5.00 | 3500 | 40.0 | 2-⅛ | 7½x8 | Cord | 0.50 | 11-17 | Magneto | Own.... | Ch-M6 | Underwater | Pump |
| Elto (2) ........ Fleetwin | RV-2 Port | 2 | 2¼x1⅞ | 15.00 | 8.50 | 4000 | 66.0 | 2-⅛ | 9x8¼ | Cord | 1.12 | 13-19 | Magneto | Own.... | Ch-M7 | Underwater | Pump |
| Evinrude ........ Mate | Ch.V-2 Port | 1 | 1⅛x1 | 1.00 | .50 | 4000 | 10.0 | 2-3/32 | 5½x4¾ | Cord | 0.12 | 12-25 | Magneto | Own.... | Ch-J4 | Underwater | Pump |
| Evinrude ........ Ranger | Ch.V-2 Port | 1 | 1⅜x1⅜ | 2.00 | 1.10 | 3750 | 16.0 | 2-3/32 | 6x5 | Cord | 0.50 | 13-20 | Magneto | Own.... | Ch-J8 | Underwater | Pump |
| Evinrude ........ Sportsman | Ch.V-2 Port | 1 | 1¾x1 35/64 | 3.75 | 2.00 | 3500 | 25.0 | 2-3/32 | 7x6 | Cord | 0.50 | 13-20 | Magneto | Own.... | Ch-J8 | Underwater | Pump |
| Evinrude ........ Sportwin | Ch.V-2 Port | 2 | 1¾x1⅜ | 6.60 | 3.30 | 3500 | 35.0 | 2-3/32 | 7½x6 | Cord | 0.75 | 13-20 | Magneto | Own.... | Ch-J8 | Underwater | Pump |
| Evinrude ........ Fisherman | Ch.V-2 Port | 2 | 2x1⅝ | 10.00 | 5.40 | 3500 | 45.0 | 2-⅛ | 7½x8 | Cord | 0.75 | 13-20 | Magneto | Own.... | Ch-M6 | Underwater | Pump |
| Evinrude ... Weedless Fish'n | Ch.V-2 Port | 2 | 2x1⅝ | 10.00 | 5.40 | 3500 | 49.0 | 2-⅛ | 7½x8 | Cord | 0.75 | 13-20 | Magneto | Own.... | Ch-M6 | Underwater | Pump |
| Evinrude ........ Lightfour | RV-2 Port | 4 | 1¾x1 35/64 | 15.00 | 9.30 | 4000 | 60.0 | 3-3/32 | 8¾x9 | Cord | 1.25 | 11-17 | Magneto | Own.... | Ch-M5 | Underwater | Pump |
| Evinrude ........ Sportfour | RV-2 Port | 4 | 2x2 | 25.00 | 16.20 | 4000 | 95.0 | 3-⅛ | 9¾x9¾ | Cord | 2.00 | 13-19 | Magneto | Own.... | Ch-M5 | Underwater | Pump |
| Evinrude ........ Speeditwin | RV-2 Port | 2 | 2¾x2½ | 30.00 | 22.50 | 4000 | 110.0 | 2-⅛ | 10½x10½ | Cord | 2.50 | 15-21 | Magneto | Own.... | Ch-M5 | Underwater | Pump |
| Evinrude ........ Speedifour | RV-2 Port | 4 | 2½x2½ | 50.00 | 33.40 | 4000 | 140.0 | 2-⅛ | 10½x13 | Cord | 4.00 | 15-21 | Magneto | Own.... | Ch-M5 | Underwater | Pump |
| Evinrude ...... Midget Racer | RV-2 Port | 2 | 1¾x1 35/64 | 7.50 | 6.00 | 5000 | 37.5 | 3-3/32 | 6¾x8½ | Cord | 1.25 | 13-20 | Magneto | Own.... | Ch-R1 | Muffler | Pump |
| Evinrude .. Racing Speeditwin | RV-2 Port | 2 | 2¾x2 33/64 | 30.00 | ...... | ...... | 97.0 | 2-⅛ | 9½x14 | Cord | 2.50 | 13-19 | Battery | Vac..... | Ch-R11S | Open Stacks | Pump |
| Evinrude ........ Racing 460 | RV-2 Port | 4 | 2¾x2½ | 60.00 | ...... | ...... | 140.0 | 2-⅛ | 10½x18 | Cord | 4.00 | 13-19 | Battery | Vac..... | Ch-R11S | Open Stacks | Pump |
| Johnson ........ AT-39 | RV-3 Port | 2 | 1 15/16x1½ | 8.80 | 5.00 | 4000 | 39.5 | 3-3/32 | 8x7½ | RP | 0.66 | 14-25 | Magneto | Own-13/16 | Ch-J8 | Underwater | Pump |
| Johnson ........ LT-39 | CRV-3 Port | 2 | 1 15/16x1½ | 8.80 | 5.00 | 4000 | 35.0 | 3-3/32 | 8x7½ | Cord | 0.66 | 14-25 | Magneto | Own-13/16 | Ch-J8 | Underwater | Pump |
| Johnson ........ DT-39 | CRV-3 Port | 2 | 1 15/16x1½ | 8.80 | 5.00 | 4000 | 44.0 | 3-3/32 | 8x7½ | RP | 0.75 | 14-25 | Magneto | Own-13/16 | Ch-J8 | Underwater | Pump |
| Johnson ........ HS-39 | CRV-3 Port | 2 | 1⅜x1⅜ | 4.08 | 2.50 | 4000 | 25.5 | 2-3/32 | 6⅝x5¼ | Cord | 0.41 | 13-20 | Magneto | Own-½ | Ch-J8 | Underwater | Pump |
| Johnson ........ HD-39 | CRV-3 Port | 2 | 1⅜x1⅜ | 4.08 | 2.50 | 4000 | 32.0 | 2-3/32 | 6⅝x5¼ | RP | 0.47 | 13-20 | Magneto | Own-½ | Ch-J8 | Underwater | Pump |
| Johnson ........ HA-39 | CRV-3 Port | 2 | 1⅜x1⅜ | 4.08 | 2.50 | 4000 | 30.0 | 2-3/32 | 6⅝x5¼ | RP | 0.41 | 13-20 | Magneto | Own-½ | Ch-J8 | Underwater | Pump |
| Johnson ........ MS-39 | NV-3 Port | 1 | 1⅜x1⅜ | 2.04 | 1.10 | 4000 | 17.0 | 2-3/32 | 6½x3¼ | Cord | 0.23 | 13-20 | Magneto | Own-½ | Ch-J8 | Underwater | Pump |
| Johnson ........ MD-39 | NV-3 Port | 1 | 1⅜x1⅜ | 2.04 | 1.10 | 4000 | 21.0 | 2-3/32 | 6½x3¼ | RP | 0.29 | 13-20 | Magneto | Own-½ | Ch-J8 | Underwater | Pump |
| Johnson ........ KA-39 | RV-2 Port | 2 | 2⅛x1 31/32 | 13.96 | 9.80 | 4000 | 64.0 | 3-⅛ | 9½x9 | Cord | 1.62 | 14-24 | Magneto | Own-1 1/16 | Ch-5M | Underwater | Pre.Vac |
| Johnson ........ PO-39 | RV-2 Port | 2 | 2¾x2.52 | 29.92 | 22.00 | 4000 | 109.0 | 3-⅛ | 12x13 | Cord | 2.50 | 12-21 | Magneto | Vac-2 | Ch-R7 | Underwater | Pre.Vac |
| Neptune (3) ........ 1A-39 | NV-2 Port | 1 | 1½x1½ | 2.64 | 1.20 | 3000 | 17.0 | 3-⅛ | 6x5 | Cord | 0.25 | 13-20 | Magneto | Til..... | Ch-J8 | Underwater | Pump |
| Neptune (3) ........ 2A-39 | NV-3 Port | 1 | 2 1/16x1½ | 5.00 | 2.00 | 2800 | 30.0 | 3-⅛ | 7½x5⅛ | Cord | 0.50 | 14-21 | Magneto | Til..... | Ch-6M | Underwater | Pump |
| Neptune (3) ........ 4A-39 | NV-3 Port | 2 | 2 1/16x1½ | 10.00 | 4.00 | 3000 | 40.0 | 3-⅛ | 8x7 | Cord | 1.00 | 14-21 | Magneto | Til..... | Ch-H10 | Underwater | Pump |
| Neptune (3) ........ 5A-39 | NV-3 Port | 2 | 2 1/16x1½ | 10.00 | 5.00 | 3600 | 50.0 | 3-⅛ | 8x7 | Cord | 1.00 | 14-21 | Magneto | Til..... | Ch-H10 | Underwater | Pump |
| Neptune (3) ........ 6A-39 | NV-3 Port | 2 | 2 1/16x1½ | 10.00 | 6.00 | 3400 | 50.0 | 3-⅛ | 8x7 | Cord | 1.00 | 14-21 | Magneto | Til..... | Ch-H10 | Underwater | Pump |
| Neptune (3) ........ 9A-39 | NV-3 Port | 2 | 2¼x2 | 15.80 | 9.00 | 4000 | 62.0 | 3-⅛ | 9x9 | Cord | 1.00 | 12-21 | Magneto | Til..... | Ch-H10 | Underwater | Pump |

**ABBREVIATIONS**

(1)—Bendix Aviation Corp.—Marine Div.
(2)—Evinrude Motors
(3)—Muncie Gear Works
(a)—Direct immersion of cylinder in water

Ch—Champion Spark Plug
Ch.V—Check Valve
CRV—Combination Rotary and Valveless
NV—Valveless

Pre.Vac—Pressure Vacuum
RP—Ready Pull
RV—Rotary Valve

Str—Stromberg Carburetor
Til—Tillotson Carburetor
Vac—Vacturi Carburetor

# COMMERCIAL VEHICLE ENGINES—*concluded*

| Front End Drive Type | PISTONS: Material | PISTONS: Length (In.) | PISTONS: Weight (with Pins, Rings and Bushing)—(Oz.) | PISTONS: Piston Pin—Diameter and Length (In.) | Number of Rings per Piston | CONNECTING RODS: Material | CONNECTING RODS: Center to Center Length (In.) | CONNECTING RODS: Weight—With Bushing and Cap (Oz.) | CRANKSHAFT: Material | CRANKSHAFT: Counterbalances Used | CRANKSHAFT: Crank-pin: Diameter and Length (In.) | CRANKSHAFT: Main Bearings: Number | CRANKSHAFT: Main Bearings: Diameter and Length (In.): Front | CRANKSHAFT: Main Bearings: Diameter and Length (In.): Rear | Oil Pressure To | SPARK PLUG: Recommended Make | SPARK PLUG: Thread Size | CARBURETOR: Make | CARBURETOR: Size | Adapted for Use of Kerosene or Distillate | Weight (Without Carburetor or Ignition)—Lb. | OVERALL DIMENSIONS (In.): Width | OVERALL DIMENSIONS (In.): Height | OVERALL DIMENSIONS (In.): Length | Line Number |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| HG | Al | 3.75 | ...... | .937x2.62 | 4 | CS | 8⅜ | ...... | CS | Y | 1.75x1.25 | 3 | Tim | Tim | ag | CH | 18 mm. | Zen | 1 | No | 440 | 20 | 29 | 36 11/32 | 1 |
| HG | Al | 3.75 | ...... | .937x2.87 | 4 | CS | 8⅜ | ...... | CS | Y | 1.75x1.25 | 3 | Tim | Tim | ag | CH | 18 mm. | Zen | 1 | No | 440 | 20 | 29 | 36 11/32 | 2 |
| HG | Cl | 4.25 | 49.7 | 1.06x3.47 | 3 | CS | 10½ | 64 | CS | N | 2.00x2.00 | 3 | 1.93x2.50 | 2.06x3.00 | abcdeg | CH | ⅞-18 | Str | 1¼ | No | 615 | 25¾ | 34¾ | 35¼ | 3 |
| HG | Cl | 4.15 | 50.2 | 1.06x3.47 | 3 | CS | 10½ | 65 | ·CS | N | 2.37x2.00 | 3 | 2.37x2.50 | 2.37x3.00 | abcdeg | CH | ⅞-18 | Str | 1¼ | No | 640 | 25¾ | 34¾ | 35¼ | 4 |
| HG | Cl | 4.75 | 117.7 | 1.18x3.93 | 5 | CS | 10½ | 118.7 | CS | N | 2.75x2.50 | 3 | 2.75x3.00 | 2.75x3.00 | abcdeg | CH | ⅞-18 | Str | 1½ | No | 850 | 25¾ | 36⅜ | 47 1/16 | 5 |
| HG | Cl | 4.00 | 43.7 | 1.06x2.84 | 3 | CS | 9 | 54 | CS | N | 2.25x1.75 | 4 | 2.25x2.50 | 2.25x3.00 | abeg | CH | ⅞-18 | Str | 1¼ | No | 820 | 25¾ | 32⅜ | 45 15/16 | 6 |
| HG | Cl | 4.00 | 48.0 | 1.06x3.09 | 3 | CS | 10½ | 68 | CS | N | 2.50x1.75 | 4 | 2.50x2.50 | 2.50x3.00 | abdeg | CH | ⅞-18 | Str | 1½ | No | 965 | 25¾ | 36¼ | 45 15/16 | 7 |
| HG | Cl | 3.90 | 53.0 | 1.06x3.09 | 3 | CS | 10½ | 68 | CS | N | 2.50x1.75 | 4 | 2.50x2.50 | 2.50x3.00 | abdeg | CH | ⅞-18 | Str | 1½ | No | 975 | 25¾ | 36¼ | 45 15/16 | 8 |
| HG | Cl | 4.87 | 66.0 | 1.25x3.14 | 3 | CS | 10½ | 75 | CS | N | 2.62x1.75 | 4 | 2.75x2.25 | 2.75x2.75 | abdeg | CH | ⅞-18 | Str | 1½ | No | 1075 | 25¾ | 37 3/16 | 53⅝ | 9 |
| HG | Cl | 4.71 | 71.0 | 1.25x3.39 | 4 | CS | 10½ | 75 | CS | N | 2.62x1.75 | 4 | 2.75x2.25 | 2.75x2.75 | abdeg | CH | ⅞-18 | Str | 1½ | No | 1095 | 25¾ | 37 5/16 | 53⅝ | 10 |
| HG | Cl | 4.62 | 80.7 | 1.25x3.39 | 4 | CS | 10½ | 75 | CS | N | 2.62x1.75 | 4 | 2.75x2.25 | 2.75x2.75 | abdeg | CH | ⅞-18 | Str | 1½ | No | 1110 | 25¾ | 37 5/16 | 53⅝ | 11 |
| HG | Cl | 4.75 | 55.7 | 1.18x3.93 | 4 | CS | 10½ | 118.7 | CS | N | 2.75x2.50 | 4 | 2.75x3.00 | 2.75x3.00 | abcdeg | CH | ⅞-18 | Str | 1¾ | No | 1260 | 25¾ | 37⅛ | 60 5/16 | 12 |
| HG | Cl | 4.68 | 119.7 | 1.18x3.93 | 4 | CS | 10½ | 118.7 | CS | N | 2.75x2.50 | 4 | 2.75x3.00 | 2.75x3.00 | abcdeg | CH | ⅞-18 | Str | 1¾ | No | 1270 | 25¾ | 37⅛ | 60 5/16 | 13 |

**DFS**—Drop Forged Steel **Dur**—Duralumin
**e**—Timing Gears
**Ext**—Extruded Steel
**f**—Accessories Drive
**F**—In Head and Side ("F" Head)
**FA**—Fire Apparatus
**g**—Rocker Arm Bearings
**(h)**—Intake 30°, Exhaust 45°
**(H)**—Horizontal Motor
**HB**—Horizontal in Block (Valves)
**HC**—Helical Gear and Chain
**HG**—Helical Gear
**HH**—Horizontal in Head (Valves)
**Hol**—Holley Carburetor
**I**—In Head (Valves)
**In**—Integral
**Ind**—Industrial
**(k)**—850-1550 RPM
**K**—Kerosene
**K-D**—Kerosene or Distillate
**L**—Valves at Side (L-Head)
**(m)**—900-2000 RPM
**M**—Marine (Engine Type)
**May**—Mayer Carburetor
**ML**—McCord Lubricator System
**MS**—Mack Stabl-ite Steel
**N**—No or None
**NS**—Nickel Steel
**Op**—Optional
**PU**—Power Units
**r**—Reverse Gear
**RC**—Rail Cars
**S**—Steel
**SB**—Spiral Bevel Gear
**SBG**—Spur and Bevel Gear
**Sch**—Schebler Carburetor
**Se**—Separate
**SG**—Spur Gear
**Sho**—Shore Carburetor
**Sil**—Silchrome Steel
**Spec**—Special
**SS**—Semi-Steel
**Str**—Stromberg Carburetor
**SZ**—Schebler and Zenith Carburetor
**t**—Tappets
**T**—Valves opposite ("T" Head)
**T**—Trucks
**Ta**—Taxicabs
**Til**—Tillotson Carburetor
**Tim**—Timken Bearings
**Tun**—Tungsten Steel
**TZ**—Tillotson or Zenith Carburetor
**W**—Block cast in one piece, removable wet liners used
**Y**—Yes
**Zen**—Zenith Carburetor

# Census of Numbered Motorboats*

*January 1, 1939*

| District | Symbol No. | Total | District | Symbol No. | Total |
|---|---|---|---|---|---|
| Baltimore, Md. | 13 | 15,023 | Norfolk, Va. | 14 | 9,549 |
| Boston, Mass. | 4 | 10,003 | Ogdensburg, N. Y. | 7 | 5,371 |
| Bridgeport, Conn. | 6 | 6,054 | Omaha, Neb. | 46 | 452 |
| Buffalo, N. Y. | 9 | 4,604 | Pembina, N. D. | 34 | 92 |
| Charleston, S. C. | 16 | 1,203 | Philadelphia, Pa. | 11 | 13,841 |
| Chicago, Ill. | 39 | 4,202 | Pittsburgh, Pa. | 12 | 1,679 |
| Cleveland, Ohio | 41 | 8,222 | Port Arthur, Tex. | 21 | 1,743 |
| Denver, Colo. | 47 | 3 | Portland, Me. | 1 | 7,951 |
| Des Moines, Iowa | 44 | 1,343 | Portland, Ore. | 29 | 6,563 |
| Detroit, Mich. | 38 | 11,354 | Providence, R. I. | 5 | 2,780 |
| Duluth, Minn. | 36 | 1,697 | Rochester, N. Y. | 8 | 4,478 |
| Galveston, Tex. | 22 | 4,174 | St. Albans, Vt. | 2 | 1,716 |
| Great Falls, Mont. | 33 | 13 | St. Louis, Mo. | 45 | 5,592 |
| Honolulu, T. H. | 32 | 1,490 | St. Thomas, V. I. | 51 | 41 |
| Indianapolis, Ind. | 40 | 1,101 | San Antonio, Tex. | 23 | 2,006 |
| Juneau, Alaska | 31 | 3,825 | San Diego, Cal. | 25 | 878 |
| Los Angeles, Cal. | 27 | 4,835 | San Francisco, Cal. | 28 | 10,145 |
| Louisville, Ky. | 42 | 1,930 | San Juan, P. R. | 49 | 248 |
| Memphis, Tenn. | 43 | 2,728 | Savannah, Ga. | 17 | 1,427 |
| Milwaukee, Wis. | 37 | 5,466 | Seattle, Wash. | 30 | 13,369 |
| Minneapolis, Minn. | 25 | 2,182 | Tampa, Fla. | 18 | 12,979 |
| Mobile, Ala. | 19 | 3,049 | Wilmington, N. C. | 15 | 4,590 |
| New Orleans, La. | 20 | 8,871 | | | |
| New York, N. Y. | 10 | 29,188 | Total | .. | 240,050 |

*Bureau of Marine Inspection and Navigation, Dept. of Commerce.

# AMERICAN AIRCRAFT ENGINES

| Engine Make and Model | Department of Commerce License or A.T.C. No. | Cylinder Data: Arrangement | Cooling Medium | Number of Cylinders – Bore and Stroke (In.) | Total Piston Displacement (Cu. In.) | Compression Ratio | B.M.E.P. at Cruising Hp. (Lb. per Sq. In.) | Blower Ratio | Cylinder Material | No. of Valves per Cylinder: Intake | Exhaust | Valve Arrangement | Ratings: Maximum (Except Take-off): Horsepower | R.P.M. | At Sea Level or Altitude (Ft.) | Take-off: Horsepower | R.P.M. | Cruising: Horsepower | R.P.M. | Octane Rating of Fuel Required | Propeller Drive | Weight (Lb.): Engine—Dry Without Hub or Starter | Per Cruising Hp. | Carburetors: Number and Make Fitted | Ignition System: Make | Current Source | Number | Starting: Make | Method | Installation Dimensions (In.): Overall: Length | Height | Width | Height Above Engine Bed (In.) | Center to Center of Engine Bearers (In.) | Price Complete at Factory |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Aeronca (1) E-113C | 71 | Hor | Air | 2-4¼x4 | 113.0 | 5.40 | 115 | No | 5 | 1 | 1 | I | 40 | 2540 | SL | .... | .... | 37 | 2250 | 73 | D | 117 | 3.16 | 1-Str | Bos | Mag | 1 | .... | PS | 24⅛ | 22¾ | 34½ | .... | 15⅝ | $350 |
| Aeronca E-113CB | 189 | Hor | Air | 2-4¼x4 | 113.0 | 5.40 | 117 | No | 5 | 1 | 1 | I | 42 | 2500 | SL | .... | .... | 37.5 | 2250 | 73 | D | 118 | 3.14 | 1-Str | Bos | Mag | 1 | .... | PS | 24⅛ | 22¾ | 34½ | .... | 15⅝ | 675 |
| Aeronca E-113CD | 189 | Hor | Air | 2-4¼x4 | 113.0 | 5.40 | 117 | No | 5 | 1 | 1 | I | 42 | 2500 | SL | .... | .... | 37.5 | 2250 | 73 | D | 125 | 3.34 | 1-Str | Bos | Mag | 2 | .... | PS | 24⅛ | 22¾ | 34½ | .... | 15⅝ | 750 |
| Aeronca E-113CBD | 189 | Hor | Air | 2-4¼x4 | 113.0 | 5.40 | 126 | No | 5 | 1 | 1 | I | 45 | 2500 | SL | .... | .... | 40.5 | 2250 | 73 | D | 125 | 3.08 | 1-Str | Bos | Mag | 2 | .... | PS | 24⅛ | 22¾ | 34½ | .... | 15⅝ | 775 |
| Continental A-50 | 190 | Hor | Air | 4-3⅞x3⅝ | 171.0 | 5.40 | 122‡ | No | 5 | 1 | 1 | I | 50 | 1900 | SL | 50 | 1900 | .... | .... | 65 | D | 155 | 3.10‡ | 1-Str | Scin | Mag | 1-2 | .... | PS | 30 13/32 | 22 3/16 | 31 11/16 | .... | 11 9/16 | P.O.A. |
| Continental A-65 | .... | Hor | Air | 4-3⅞x3⅝ | 171.0 | 6.30 | 128‡ | No | 5 | 1 | 1 | I | 65 | 2350 | SL | 65 | 2350 | .... | .... | 73 | D | 155 | 2.38‡ | 1-Str | Scin | Mag | 1-2 | .... | PS | 30 13/32 | 22 3/16 | 31 11/16 | .... | 11 9/16 | P.O.A. |
| Franklin (2) 4AC-150 | 194 | Hor | Air | 4-3⅝x3⅝ | 150.0 | 6.60 | 96 | No | 6 | 1 | 1 | I | 50 | 2300 | SL | .... | .... | 38 | 2100 | 70 | D | 155(d) | 4.03(d) | 1-Str | Scin | Mag | 1-2 | .... | PS | 27½ | 18⅜ | 34⅜ | .... | 10 | 440(c) |
| Guiberson Aero Diesel A-918 | .... | Rad | Air | 9-4¾x5¾ | 918.0 | 16.00 | 91 | No | 5 | (a) | ... | I | 273 | 2050 | SL | 253 | 2100 | 200 | 1900 | Di | D | 549 | 2.74 | .... | .... | .... | .... | EC | EM | 35 | 49½ | .... | .... | .... | P.O.A. |
| Guiberson Aero Diesel A-1020 | .... | Rad | Air | 9-5⅛x5½ | 1021.0 | 15.00 | 87 | No | 5 | 1 | 1 | I | 340 | 2250 | SL | 340 | 2250 | 220 | 1950 | Di | D | 640 | 2.90 | .... | .... | .... | .... | EC | EM | 36 7/16 | 47 | .... | .... | .... | P.O.A. |
| Guiberson Aero Diesel T-1020 | .... | Rad | Air | 9-5⅛x5½ | 1021.0 | 15.00 | 91‡ | No | 5 | 1 | 1 | I | 265 | 2250 | SL | .... | .... | .... | .... | Di | D | 616 | 2.32‡ | .... | .... | .... | .... | EC | EM | 29½ | 45 | .... | .... | .... | P.O.A. |
| Jacobs L-4 | 121 | Rad | Air | 7-5¼x5 | 757.0 | 5.38 | 96 | No | 5 | 1 | 1 | I | 225 | 2000 | SL | .... | .... | 175 | 1900 | 73 | D | 485 | 2.77 | 1-Str | Scin | Bat | 2 | Ecl | EM | 36 15/16 | 43½ | .... | .... | 13½ | P.O.A. |
| Jacobs L-4M | 121 | Rad | Air | 7-5¼x5 | 757.0 | 5.38 | 96 | No | 5 | 1 | 1 | I | 225 | 2000 | SL | .... | .... | 175 | 1900 | 73 | D | 490 | 2.80 | 1-Str | Scin | Mag | 2 | Ecl | EM | 36 9/32 | 43½ | .... | .... | 13½ | P.O.A. |
| Jacobs L-4MB | 121 | Rad | Air | 7-5¼x5 | 757.0 | 5.38 | 96 | No | 5 | 1 | 1 | I | 225 | 2000 | SL | .... | .... | 175 | 1900 | 73 | D | 494 | 2.82 | 1-Str | Scin | (e) | (e) | Ecl | EM | 36 9/32 | 43½ | .... | .... | 13½ | P.O.A. |
| Jacobs L-4MA7 | 121 | Rad | Air | 7-5¼x5 | 757.0 | 5.38 | 96 | No | 5 | 1 | 1 | I | 225 | 2000 | SL | .... | .... | 175 | 1900 | 73 | D | 473 | 2.70 | 1-Str | Scin | Mag | 2 | .... | .... | 36⅝ | 43½ | .... | .... | 13½ | P.O.A. |
| Jacobs L-5 | 156 | Rad | Air | 7-5½x5 | 831.0 | 6.00 | 105 | No | 5 | 1 | 1 | I | 285 | 2000 | SL | .... | .... | 210 | 1900 | 73 | D | 510 | 2.43 | 1-Str | Scin | Bat | 2 | Ecl | EM | 36 15/16 | 43½ | .... | .... | 13½ | P.O.A. |
| Jacobs L-5M | 156 | Rad | Air | 7-5½x5 | 831.0 | 6.00 | 105 | No | 5 | 1 | 1 | I | 285 | 2000 | SL | .... | .... | 210 | 1900 | 73 | D | 521 | 2.48 | 1-Str | Scin | Mag | 2 | Ecl | EM | 36 9/32 | 43½ | .... | .... | 13½ | P.O.A. |
| Jacobs L-5MB | 156 | Rad | Air | 7-5½x5 | 831.0 | 6.00 | 105 | No | 5 | 1 | 1 | I | 285 | 2000 | SL | .... | .... | 210 | 1900 | 73 | D | 525 | 2.50 | 1-Str | Scin | (e) | (e) | Ecl | EM | 36 9/32 | 43½ | .... | .... | 13½ | P.O.A. |
| Jacobs L-5MA | 156 | Rad | Air | 7-5½x5 | 831.0 | 6.00 | 105 | No | 5 | 1 | 1 | I | 285 | 2000 | SL | .... | .... | 210 | 1900 | 73 | D | 527 | 2.51 | 1-Str | Scin | Mag | 2 | .... | .... | 33⅝ | 43½ | .... | .... | 13½ | P.O.A. |
| Jacobs L-6 | 195 | Rad | Air | 7-5½x5½ | 914.0 | 6.00 | 100 | No | 5 | 1 | 1 | I | 300 | 2100 | 3700 | 330 | 2200 | 220 | 1900 | 80-90 | D | 535 | 2.43 | 1-Str | Scin | Bat | 2 | Ecl | EM | 38 9/16 | 45⅜ | .... | .... | 13½ | P.O.A. |
| Jacobs L-6M | 195 | Rad | Air | 7-5½x5½ | 914.0 | 6.00 | 100 | No | 5 | 1 | 1 | I | 300 | 2100 | 3700 | 330 | 2200 | 220 | 1900 | 80-90 | D | 550 | 2.50 | 1-Str | Scin | Mag | 2 | Ecl | EM | 37 29/32 | 45⅜ | .... | .... | 13½ | P.O.A. |
| Jacobs L-6MB | 195 | Rad | Air | 7-5½x5½ | 914.0 | 6.00 | 100 | No | 5 | 1 | 1 | I | 300 | 2100 | 3700 | 330 | 2200 | 220 | 1900 | 80-90 | D | 550 | 2.50 | 1-Str | Scin | (e) | (e) | Ecl | EM | 37 29/32 | 45⅜ | .... | .... | 13½ | P.O.A. |
| Jacobs L-6MA | 195 | Rad | Air | 7-5½x5½ | 914.0 | 6.00 | 100 | No | 5 | 1 | 1 | I | 300 | 2100 | 3700 | 330 | 2200 | 220 | 1900 | 80-90 | D | 550 | 2.50 | 1-Str | Scin | Mag | 2 | .... | .... | 38¼ | 45⅜ | .... | .... | 13½ | P.O.A. |
| Kinner K-5 | 3 | Rad | Air | 5-4¼x5¼ | 372.0 | 5.00 | 118‡ | No | 5 | 1 | 1 | I | 100 | 1810 | SL | .... | .... | .... | .... | 73 | D | 275 | 2.75‡ | 1-Str | BS | Mag | 2 | Ecl | Air | 32 5/16 | 45¼ | .... | .... | .... | P.O.A. |
| Kinner B-5 | 51 | Rad | Air | 5-4⅝x5¼ | 441.0 | 5.25 | 117‡ | No | 5 | 1 | 1 | I | 125 | 1925 | SL | .... | .... | .... | .... | 73 | D | 295 | 2.36‡ | 1-Str | Scin | Mag | 2 | Ecl | A-DE | 32 5/16 | 45⅜ | .... | .... | .... | P.O.A. |
| Kinner R-5 | 153 | Rad | Air | 5-5x5½ | 540.0 | 5.50 | 127‡ | No | 5 | 1 | 1 | I | 160 | 1850 | SL | .... | .... | .... | .... | 73 | D | 330 | 2.06‡ | 1-Str | Scin | Mag | 2 | Ecl | A-DE | 32 5/16 | 45 11/16 | .... | .... | .... | P.O.A. |
| Kinner C-5 | 62 | Rad | Air | 5-5⅝x5¾ | 715.0 | 5.20 | 122‡ | No | 5 | 1 | 1 | I | 210 | 1900 | SL | .... | .... | .... | .... | 73 | D | 420 | 2.00‡ | 1-Str | Scin | Mag | 2 | Ecl | EI | 34 13/16 | 50 | .... | .... | .... | P.O.A. |
| Kinner C-7 | 122 | Rad | Air | 7-5⅝x6 | 1044.0 | 5.25 | 126‡ | No | 5 | 1 | 1 | I | 300 | 1800 | SL | .... | .... | .... | .... | 73 | D | 600 | 2.00‡ | 1-Str | Scin | Mag | 2 | Ecl | DE | 44⅛ | 51 5/16 | .... | .... | .... | P.O.A. |
| Kinner SC-7 | 175 | Rad | Air | 7-5⅝x6 | 1044.0 | 5.50 | 140‡ | 9.70 | 5 | 1 | 1 | I | 350 | 1900 | 5000 | 350 | 1900 | .... | .... | 73 | D | 650 | 1.86‡ | 1-Str | Scin | Mag | 2 | Ecl | DE | 45 13/32 | 47¾ | .... | .... | .... | P.O.A. |
| Lycoming (4) O-145-A1 | 199 | Hor | Air | 4-3⅝x3½ | 144.5 | 5.65 | 99 | No | 7 | 1 | 1 | I | 50 | 2300 | SL | .... | .... | 38 | 2100 | 73 | D | 150 | 3.95 | 1-Str | Scin | Mag | 1 | .... | .... | 23¾ | 19 5/16 | 23 9/16 | .... | 10¼ | P.O.A. |
| Lycoming O-145-A2 | 199 | Hor | Air | 4-3⅝x3½ | 144.5 | 5.65 | 110 | No | 7 | 1 | 1 | I | 55 | 2300 | SL | .... | .... | 42 | 2100 | 73 | D | 163 | 3.88 | 1-Str | Scin | Mag | 2 | Ecl | EM | 24⅝ | 19 5/16 | 23 9/16 | .... | 10¼ | P.O.A. |
| Lycoming O-145-A3 | 199 | Hor | Air | 4-3⅝x3½ | 144.5 | 5.65 | 110 | No | 7 | 1 | 1 | I | 55 | 2300 | SL | .... | .... | 42 | 2100 | 73 | D | 165 | 3.93 | 1-Str | Scin | Mag | 2 | Ecl | EM | 24⅝ | 22⅛ | 23 9/16 | .... | 10¼ | P.O.A. |
| Lycoming R-530-D1 | 182 | Rad | Air | 7-4⅝x4½ | 529.2 | 6.50 | 131 | No | 5 | 1 | 1 | I | 200 | 2100 | SL | 220 | 2300 | 175 | 2000 | 80 | D | 430 | 2.46 | 1-Str | Scin(b) | Mag | 1 | Ecl | EM | 34 17/64 | .... | 43½ | .... | 13¼ | P.O.A. |
| Lycoming R-530-D2 | 183 | Rad | Air | 7-4⅝x4½ | 529.2 | 5.50 | 124 | No | 5 | 1 | 1 | I | 190 | 2100 | SL | 210 | 2300 | 165 | 2000 | 73 | D | 430 | 2.61 | 1-Str | Scin(b) | Mag | 1 | Ecl | EM | 34 17/64 | .... | 43½ | .... | 13¼ | P.O.A. |
| Lycoming R-680-B4C | 108 | Rad | Air | 9-4⅝x4½ | 680.4 | 5.50 | 101 | No | 5 | 1 | 1 | I | 225 | 2100 | SL | .... | .... | 165 | 1900 | 73 | D | 492 | 2.98 | 1-Str | Scin(b) | Mag | 1 | Ecl | EM | 37 3/64 | .... | 43½ | .... | 13¼ | P.O.A. |
| Lycoming R-680-D5 | 172 | Rad | Air | 9-4⅝x4½ | 680.4 | 6.50 | 122 | No | 5 | 1 | 1 | I | 245 | 2100 | SL | 260 | 2300 | 210 | 2000 | 80 | D | 516 | 2.46 | 1-Str | Scin(b) | Mag | 1 | Ecl | EM | 37 3/64 | .... | 43½ | .... | 13¼ | P.O.A. |
| Lycoming R-680-D6 | 173 | Rad | Air | 9-4⅝x4½ | 680.4 | 5.50 | 116 | No | 5 | 1 | 1 | I | 225 | 2100 | SL | 245 | 2300 | 200 | 2000 | 73 | D | 516 | 2.58 | 1-Str | Scin(b) | Mag | 1 | Ecl | EM | 37 3/64 | .... | 43½ | .... | 13¼ | P.O.A. |
| Lycoming R-680-E1 | 202 | Rad | Air | 9-4⅝x4½ | 680.4 | 6.20 | 128 | No | 5 | 1 | 1 | I | 275 | 2100 | SL | 290 | 2300 | 220 | 2000 | 80 | D | 525 | 2.39 | 1-Str | Scin(b) | Mag | 1 | Ecl | EM | 37 3/64 | .... | 43½ | .... | 13¼ | P.O.A. |
| Lycoming R-680-E2 | 202 | Rad | Air | 9-4⅝x4½ | 680.4 | 5.50 | 122 | No | 5 | 1 | 1 | I | 265 | 2100 | SL | 280 | 2300 | 210 | 2000 | 73 | D | 525 | 2.50 | 1-Str | Scin(b) | Mag | 1 | Ecl | EM | 37 3/64 | .... | 43½ | .... | 13¼ | P.O.A. |
| Lycoming R-680-E3 | 202 | Rad | Air | 9-4⅝x4½ | 680.4 | 7.00 | 131 | No | 5 | 1 | 1 | I | 285 | 2100 | SL | 300 | 2300 | 225 | 2000 | 87 | D | 525 | 2.33 | 1-Str | Scin(b) | Mag | 1 | Ecl | EM | 37 3/64 | .... | 43½ | .... | 13¼ | P.O.A. |
| Menasco M-50 | 191 | Hor | Air | 4-3½x3¾ | 144.4 | 5.25 | 107 | No | 8 | 1 | 1 | I | 50 | 2500 | SL | .... | .... | 45 | 2300 | 73 | D | 164 | 3.64 | 1-Str | Scin | Mag | 1 | .... | PS | 23¼ | 21 5/32 | 28⅜ | 11⅛ | 9½ | P.O.A. |
| Menasco-Pirate B-4 | 65 | IV-L | Air | 4-4½x5⅛ | 326.0 | 5.50 | 122 | No | 8 | 1 | 1 | I | 95 | 2000 | SL | .... | .... | 90 | 1800 | 73 | D | 290 | 3.22 | 1-Str | BS | Mag | 2 | Ecl | HE | 47 13/16 | 23 5/16 | 15⅝ | 6 7/16 | 11⅛ | P.O.A. |
| Menasco-Buccaneer B-6 | 68 | IV-L | Air | 6-4½x5⅛ | 489.0 | 5.50 | 132 | No | 8 | 1 | 1 | I | 160 | 1975 | SL | .... | .... | 145 | 1780 | 73 | D | 398 | 2.74 | 1-Str | Bos | Mag | 2 | Ecl | HE | 59 9/16 | 23 5/16 | 15⅝ | 4 15/16 | 11⅞ | P.O.A. |
| Menasco-Buccaneer B-6S | 139 | IV-L | Air | 6-4½x5⅛ | 489.0 | 5.50 | 119 | 8.75 | 8 | 1 | 1 | I | 200 | 2250 | 4500 | .... | .... | 150 | 2050 | 80 | D | 423 | 2.82 | 1-Str | Bos | Mag | 2 | Ecl | HE | 60⅛ | 23 5/16 | 15⅝ | 4 15/16 | 11⅞ | P.O.A. |
| Menasco-Pirate C-4 | 67 | IV-L | Air | 4-4¾x5⅛ | 363.0 | 5.50 | 129 | No | 8 | 1 | 1 | I | 125 | 2175 | SL | .... | .... | 115 | 1950 | 73 | D | 300 | 2.61 | 1-Str | BS | Mag | 2 | Ecl | HE | 47 17/32 | 23 9/16 | 14⅝ | 4 13/16 | 11⅛ | P.O.A. |
| Menasco-Pirate C-4S | 134 | IV-L | Air | 4-4¾x5⅛ | 363.0 | 5.50 | 120 | 9.60 | 8 | 1 | 1 | I | 150 | 2260 | 3000 | .... | .... | 113 | 2050 | 80 | D | 320 | 2.83 | 1-Str | Scin | Mag | 2 | Ecl | HE | 47 17/32 | 23 9/16 | 14½ | 4 13/16 | 15⅝ | P.O.A. |
| Menasco-Super Buccaneer C-6S-4 | 197 | IV-L | Air | 6-4¾x5⅛ | 544.9 | 5.50 | 123 | 10.90 | 8 | 1 | 1 | I | 260 | 2300 | 7500 | 290 | 2400 | 195 | 2300 | 80* | D | 550 | 2.82 | 1-Str | Scin | Mag | 2 | Ecl | HE | 67 15/32 | 30 19/32 | 18½ | 8 29/32 | 12⅞ | P.O.A. |
| Menasco-Unitwin U-520 | .... | IV-V | Air | 12-4¾x5⅛ | 1089.8 | 5.50 | 123 | 10.90 | 8 | 1 | 1 | I | 520 | 2300 | 7500 | 580 | 2400 | 390 | 2300 | 80* | G | 1328 | 3.40 | 2-Str | Scin | Mag | 4 | Ecl | EM | 80 1/32 | 30 19/32 | 38 | 8 29/32 | 30 7/16 | P.O.A. |
| Papoose (5) LM-3 | 203 | Rad | Air | 3-4⅛x4 | 160.0 | 4.95 | 90 | No | 5 | 1 | 1 | I | 50 | 2200 | SL | 50 | 2200 | 40 | 2200 | 73 | D | 137 | 3.43 | 1-Str | ES | Mag | 2 | Ecl | EM | 23 15/16 | 34¼ | 34¼ | 17⅛ | 12½ | 650 |
| Pratt & Whitney-Wasp Jr. SB | 123 | Rad | Air | 9-5 3/16x5 3/16 | 985.0 | 6.00 | 121 | 10.00 | 5 | 1 | 1 | I | 400 | 2200 | 5000 | 450 | 2300 | 300 | 2000 | 80* | D | 640 | 2.13 | 1-Str | Scin | Mag | 2 | Opt | Opt | 41 19/32 | 45¾ | .... | .... | 23⅜ | P.O.A. |
| Pratt & Whitney-Wasp Jr. TB | 85 | Rad | Air | 9-5 3/16x5 3/16 | 985.0 | 6.00 | 121 | 8.00 | 5 | 1 | 1 | I | 420 | 2200 | SL | 440 | 2300 | 300 | 2200 | 80 | D | 640 | 2.13 | 1-Str | Scin | Mag | 2 | Opt | Opt | 41 19/32 | 43¾ | .... | .... | 23⅜ | P.O.A. |
| Pratt & Whitney-Wasp S1H1 | .... | Rad | Air | 9-5¾x5¾ | 1344.0 | 6.00 | 118 | 12.00 | 5 | 1 | 1 | I | 550 | 2200 | 8000 | 600 | 2250 | 400 | 2000 | 87 | D | 864 | 2.16 | 1-Str | Scin | Mag | 2 | Opt | Opt | 42 15/16 | 51 7/16 | .... | .... | 23⅜ | P.O.A. |
| Pratt & Whitney-Wasp S1H1-G | 129 | Rad | Air | 9-5¾x5¾ | 1344.0 | 6.00 | 118 | 12.00 | 5 | 1 | 1 | I | 550 | 2200 | 8000 | 600 | 2250 | 400 | 2000 | 87 | G | 930 | 2.32 | 1-Str | Scin | Mag | 2 | Opt | Opt | 47 23/32 | 51 7/16 | .... | .... | 23⅜ | P.O.A. |
| Pratt & Whitney-Wasp S2H1-G | 141 | Rad | Air | 9-5¾x5¾ | 1344.0 | 6.00 | 110 | 12.00 | 5 | 1 | 1 | I | 500 | 2200 | 10500 | 600 | 2250 | 375 | 2000 | 80* | G | 930 | 2.48 | 1-Str | Scin | Mag | 2 | Opt | Opt | 47 23/32 | 51 7/16 | .... | .... | 23⅜ | P.O.A. |

| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Pratt & Whitney-Wasp | S1H1 | .... | Rad | Air | 9-5¾x5¾ | 1344.0 | 6.00 | 118 | 12.00 | 5 | 1 | 1 | I | 550 | 2200 | 8000 | 600 | 2250 | 400 | 2000 | 87 | D | 864 | 2.16 | 1-Str | Scin | Mag | 2 | Opt | Opt | 42 15/16 | 51 7/16 | .... | .... | 23⅜ | P.O.A. |
| Pratt & Whitney-Wasp | S1H1-G | 129 | Rad | Air | 9-5¾x5¾ | 1344.0 | 6.00 | 118 | 12.00 | 5 | 1 | 1 | I | 550 | 2200 | 8000 | 600 | 2250 | 400 | 2000 | 87 | G | 930 | 2.32 | 1-Str | Scin | Mag | 2 | Opt | Opt | 47 23/32 | 51 7/16 | .... | .... | 23⅜ | P.O.A. |
| Pratt & Whitney-Wasp | S2H1 | 163 | Rad | Air | 9-5¾x5¾ | 1344.0 | 6.00 | 110 | 12.00 | 5 | 1 | 1 | I | 500 | 2200 | 10500 | 600 | 2250 | 375 | 2000 | 80* | D | 864 | 2.36 | 1-Str | Scin | Mag | 2 | Opt | Opt | 42 15/16 | 51 7/16 | .... | .... | 23⅜ | P.O.A. |
| Pratt & Whitney-Wasp | S2H1-G | 141 | Rad | Air | 9-5¾x5¾ | 1344.0 | 6.00 | 110 | 12.00 | 5 | 1 | 1 | I | 500 | 2200 | 10500 | 600 | 2250 | 375 | 2000 | 80* | G | 930 | 2.48 | 1-Str | Scin | Mag | 2 | Opt | Opt | 47 23/32 | 51 7/16 | .... | .... | 23⅜ | P.O.A. |
| Pratt & Whitney-Wasp | S3H1 | 143 | Rad | Air | 9-5¾x5¾ | 1344.0 | 6.00 | 118 | 10.00 | 5 | 1 | 1 | I | 550 | 2200 | 5000 | 600 | 2250 | 400 | 2000 | 80* | D | 864 | 2.16 | 1-Str | Scin | Mag | 2 | Opt | Opt | 42 15/16 | 51 7/16 | .... | .... | 23⅜ | P.O.A. |
| Pratt & Whitney-Wasp | S3H1-G | 142 | Rad | Air | 9-5¾x5¾ | 1344.0 | 6.00 | 118 | 10.00 | 5 | 1 | 1 | I | 550 | 2200 | 5000 | 600 | 2250 | 400 | 2000 | 80* | G | 930 | 2.32 | 1-Str | Scin | Mag | 2 | Opt | Opt | 47 23/32 | 51 7/16 | .... | .... | 23⅜ | P.O.A. |
| Pratt & Whitney-Hornet | S1E | Mil | Rad | Air | 9-6⅛x6⅞ | 1690.0 | 6.50 | 123 | 12.00 | 5 | 1 | 1 | I | 750 | 2250 | 7000 | 875 | 2300 | 525 | 2000 | 87 | D | 975 | 1.86 | 1-Str | Scin | Mag | 2 | Opt | Opt | 43 31/32 | 54 7/16 | .... | .... | 23⅜ | P.O.A. |
| Pratt & Whitney-Hornet | S1E2-G | 193 | Rad | Air | 9-6⅛x6⅞ | 1690.0 | 6.50 | 123 | 10.00 | 5 | 1 | 1 | I | 750 | 2250 | 7000 | 875 | 2300 | 525 | 2000 | 87 | G | 1070 | 2.04 | 1-Str | Scin | Mag | 2 | Opt | Opt | 49 13/64 | 54 7/16 | .... | .... | 23⅜ | P.O.A. |
| Pratt & Whitney-Hornet | S2E-G | 144 | Rad | Air | 9-6⅛x6⅞ | 1690.0 | 6.00 | 123 | 10.00 | 5 | 1 | 1 | I | 750 | 2250 | 2500 | 800 | 2300 | 525 | 2000 | 87 | G | 1064 | 2.03 | 1-Str | Scin | Mag | 2 | Opt | Opt | 49 1/32 | 54 7/16 | .... | .... | 23⅜ | P.O.A. |
| Pratt & Whitney-Hornet | S5E | 164 | Rad | Air | 9-6⅛x6⅞ | 1690.0 | 6.50 | 123 | 12.00 | 5 | 1 | 1 | I | 700 | 2050 | 6000 | 700 | 2050 | 500 | 1900 | 87 | D | 975 | 1.95 | 1-Str | Scin | Mag | 2 | Opt | Opt | 43 31/32 | 54 7/16 | .... | .... | 23⅜ | P.O.A. |
| Pratt & Whitney-Twin Wasp Jr. | SB4-G | 179 | Rad | Air | 14-5 3/16x5 3/16 | 1535.0 | 6.75 | 120 | 11.00 | 5 | 1 | 1 | I | 750 | 2550 | 9500 | 825 | 2625 | 525 | 2250 | 87 | G | 1116 | 2.12 | 1-Str | Scin | Mag | 2 | Opt | Opt | 53 17/64 | 49⅛ | .... | .... | 23⅜ | P.O.A. |
| Pratt & Whitney-Twin Wasp | SC3-G | .... | Rad | Air | 14-5½x5½ | 1830.0 | 6.70 | 125 | 7.15 | 5 | 1 | 1 | I | 900 | 2550 | 12000 | 1050 | 2700 | 650 | 2250 | 87 | G | 1413 | 2.17 | 1-Str | Scin | Mag | 2 | Opt | Opt | 59 13/16 | 48 | .... | .... | 23⅜ | P.O.A. |
| Pratt & Whitney-Twin Wasp | S1C3-G | .... | Rad | Air | 14-5½x5½ | 1830.0 | 6.70 | 130 | 7.15 | 5 | 1 | 1 | I | 1050 | 2550 | 7500 | 1200 | 2700 | 700 | 2350 | 100 | G | 1413 | 2.02 | 1-Str | Scin | Mag | 2 | Opt | Opt | 59 13/16 | 48 | .... | .... | 23⅜ | P.O.A. |
| Pratt & Whitney-Twin Wasp | S3C3-G | Mil | Rad | Air | 14-5½x5½ | 1830.0 | 6.70 | 138 | 8.00 | 5 | 1 | 1 | I | 950 | 2700 | 14300 | 1100 | 2700 | 700 | 2200 | 100 | G | 1413 | 2.02 | 1-Str | Scin | Mag | 2 | Opt | Opt | 59 13/16 | 48 | .... | .... | 23⅜ | P.O.A. |
| Ranger | 6-410B2 | 187 | IV-L | Air | 6-4⅛x5⅛ | 411.0 | 6.50 | 107 | No | 5 | 1 | 1 | OH | 165 | 2450 | SL | .... | .... | 125 | 2250 | 80 | D | 345 | 2.76 | 1-Str | Scin | Mag | 2 | Ecl | EM | 50⅝ | 31 11/16 | 20 5/32 | 12 3/32 | 13⅞ | P.O.A. |
| Ranger | V-770B4 | 184 | IV-V | Air | 12-4x5⅛ | 773.0 | 6.50 | 110 | No | 5 | 1 | 1 | OH | 305 | 2300 | SL | 315 | 2400 | 230 | 2150 | 80 | D | 565 | 2.46 | 2-Str | Scin(b) | Mag | 1 | Ecl | EM | 61 | 27 3/16 | 28 | 7 | 15½ | P.O.A. |
| Ranger | SGV-770B5 | 185 | IV-V | Air | 12-4x5⅛ | 773.0 | 6.00 | 126 | 8.84 | 5 | 1 | 1 | OH | 420 | 2800 | 3000 | 450 | 2900 | 315 | 2550 | 87 | G | 640 | 2.03 | 1-Str | Scin(b) | Mag | 1 | Ecl | EM | 61 5/16 | 32¼ | 28 | 12½ | 19⅝ | P.O.A. |
| Rover | L-267 | 37 | IV-L | Air | 4-4⅛x5 | 267.2 | 5.10 | 113‡ | No | 3 | 1 | 1 | I | 75 | 1975 | SL | .... | .... | .... | .... | 78 | D | 225 | 3.00‡ | 1-Str | Scin | Mag | 2 | .... | .... | 42¼ | 31⅞ | 16½ | 4 19/32 | 14 | 700 |
| Tank (3) | 70 | 200 | IV-L | Air | 4-3⅞x4¼ | 200.0 | 6.25 | 99 | No | 2 | 1 | 1 | OH | 60 | 2050 | SL | .... | .... | 45 | 1800 | 73 | D | 195 | 4.34 | 2-Str | Scin | Mag | 2 | Opt | EM** | 41 | 26 | 19 | 8 | 10 | P.O.A. |
| Tank | V-502 | 73 | V-90 | Air | 8-3⅞x5 | 470.0 | 5.20 | 95 | No | 3 | 1 | 1 | I | 115 | 1650 | SL | .... | .... | 85 | 1500 | 73 | D | 397 | 4.67 | 2-Zen | Scin | Mag | 2 | Opt | EM** | 52 | 32 | 29 | 17¾ | 12⅞ | 545 |
| Warner-Super Scarab | 50 | 104 | Rad | Air | 7-4⅝x4¼ | 499.0 | 5.30 | 112‡ | No | 5 | 1 | 1 | I | 145 | 2050 | SL | 145 | 2050 | † | .... | 73 | D | 305 | 2.10‡ | 1-Str | BS | M-B | 2 | Ecl | EM | 14 | 36 9/16 | .... | .... | 17 | P.O.A. |
| Warner-Scarab | 50 | 2 | Rad | Air | 7-4¼x4¼ | 422.0 | 5.20 | 115‡ | No | 5 | 1 | 1 | I | 125 | 2050 | SL | 125 | 2050 | † | .... | 73 | D | 285 | 2.28‡ | 1-Str | BS | M-B | 2 | Ecl | EM | 14 | 36 9/16 | .... | .... | 17 | P.O.A. |
| Warner-Scarab Jr. | 50 | 54 | Rad | Air | 5-4¼x4¼ | 301.0 | 5.20 | 115‡ | No | 5 | 1 | 1 | I | 90 | 2050 | SL | 90 | 2025 | † | .... | 73 | D | 230 | 2.56‡ | 1-Hol | Scin | Mag | 1 | Ecl | EM | 14 | 36 9/16 | .... | .... | 17 | P.O.A. |
| Wright | Whirlwind R-760E-T | 126 | Rad | Air | 7-5x5½ | 763.0 | 6.10 | 98 | No | 5 | 1 | 1 | I | 235 | 2000 | SL | 235 | 2000 | 170 | 1800 | 73 | D | 515 | 3.03 | 1-Str | Scin | Mag | 2 | Opt | Opt | 42 7/16 | 45 | .... | .... | 19¼ | P.O.A. |
| Wright | Whirlwind R-760E1 | 94 | Rad | Air | 7-5x5½ | 763.0 | 6.10 | 115 | 7.05 | 5 | 1 | 1 | I | 285 | 2100 | SL | 300 | 2250 | 210 | 1900 | 73 | D | 570 | 2.71 | 1-Str | Scin | Mag | 2 | Opt | Opt | 42 7/16 | 45 | .... | .... | 19¼ | P.O.A. |
| Wright | Whirlwind R-760E2 | 155 | Rad | Air | 7-5x5½ | 763.0 | 6.30 | 115 | 9.17 | 5 | 1 | 1 | I | 320 | 2200 | SL | 350 | 2400 | 210 | 1900 | 80 | D | 570 | 2.71 | 1-Str | Scin | Mag | 2 | Opt | Opt | 42 7/16 | 45 | .... | .... | 19¼ | P.O.A. |
| Wright | Whirlwind R-975E1 | 87 | Rad | Air | 9-5x5½ | 973.0 | 6.10 | 116 | 7.80 | 5 | 1 | 1 | I | 365 | 2100 | SL | 365 | 2100 | 270 | 1900 | 73 | D | 660 | 2.44 | 1-Str | Scin | Mag | 2 | Opt | Opt | 43 15/32 | 45 | .... | .... | 23⅜ | P.O.A. |
| Wright | Whirlwind R-975E3 | 125 | Rad | Air | 9-5x5½ | 973.0 | 6.30 | 118 | 10.15 | 5 | 1 | 1 | I | 420 | 2200 | 1400 | 450 | 2250 | 275 | 1900 | 80 | D | 675 | 2.46 | 1-Str | Scin | Mag | 2 | Opt | Opt | 43 15/32 | 45 | .... | .... | 23⅜ | P.O.A. |
| Wright♠ | ■Cyclone R-1820F52 | 148 | Rad | Air | 9-6⅛x6⅞ | 1823.0 | 6.40 | 106 | 7.00 | 5 | 1 | 1 | I | 775 | 2100 | 5800 | 890 | 2200 | 450 | 1850 | 87 | D | 1000 | 2.22 | 1-Str | Scin | Mag | 2 | Opt | Opt | 43⅜ | 54 3/32 | .... | .... | 23⅜ | P.O.A. |
| Wright♠ | ■Cyclone R-1820F53 | 149 | Rad | Air | 9-6⅛x6⅞ | 1823.0 | 6.40 | 106 | 8.31 | 5 | 1 | 1 | I | 760 | 2100 | 5800 | 875 | 2200 | 450 | 1850 | 87 | D | 1000 | 2.22 | 1-Str | Scin | Mag | 2 | Opt | Opt | 43⅜ | 54 3/32 | .... | .... | 23⅜ | P.O.A. |
| Wright♠ | Cyclone R-1820F54 | 150 | Rad | Air | 9-6⅛x6⅞ | 1823.0 | 6.40 | 106 | 10.00 | 5 | 1 | 1 | I | 690 | 2100 | 15300 | 655 | 2100 | 450 | 1850 | 87 | D | 1000 | 2.22 | 1-Str | Scin | Mag | 2 | Opt | Opt | 43⅜ | 54 3/32 | .... | .... | 23⅜ | P.O.A. |
| Wright♠ | Cyclone GR-1820F54 | 150 | Rad | Air | 9-6⅛x7⅞ | 1823.0 | 6.40 | 106 | 10.00 | 5 | 1 | 1 | I | 675 | 2100 | 15300 | 640 | 2100 | 450 | 1850 | 87 | G | 1095 | 2.43 | 1-Str | Scin | Mag | 2 | Opt | Opt | 47 13/16 | 54 3/32 | .... | .... | 23⅜ | P.O.A. |
| Wright♠ | Cyclone R-1820F56 | 159 | Rad | Air | 9-6⅛x6⅞ | 1823.0 | 6.40 | 106 | 8.83 | 5 | 1 | 1 | I | 755 | 2100 | 11300 | 785 | 2200 | 450 | 1850 | 87 | D | 1000 | 2.22 | 1-Str | Scin | Mag | 2 | Opt | Opt | 43⅜ | 54 3/32 | .... | .... | 23⅜ | P.O.A. |
| Wright♠ | Cyclone GR-1820F56 | 159 | Rad | Air | 9-6⅛x6⅞ | 1823.0 | 6.40 | 106 | 8.83 | 5 | 1 | 1 | I | 740 | 2100 | 11300 | 770 | 2200 | 450 | 1850 | 87 | G | 1095 | 2.43 | 1-Str | Scin | Mag | 2 | Opt | Opt | 47 13/16 | 54 3/32 | .... | .... | 23⅜ | P.O.A. |
| Wright♠ | Cyclone GR-1820F62 | 148 | Rad | Air | 9-6⅛x6⅞ | 1823.0 | 6.40 | 106 | 7.00 | 5 | 1 | 1 | I | 760 | 2100 | 5800 | 900 | 2350 | 450 | 1850 | 87 | G | 1095 | 2.43 | 1-Str | Scin | Mag | 2 | Opt | Opt | 47 13/16 | 54 3/32 | .... | .... | 23⅜ | P.O.A. |
| Wright♠ | ■Cyclone R-1820G2 | 157 | Rad | Air | 9-6⅛x6⅞ | 1823.0 | 6.45 | 106 | 7.00 | 5 | 1 | 1 | I | 850 | 2100 | 5800 | 1000 | 2200 | 450 | 1850 | 87 | D | 1103 | 2.45 | 1-Str | Scin | Mag | 2 | Opt | Opt | 43¼ | 54¼ | .... | .... | 23⅜ | P.O.A. |
| Wright♠ | ■Cyclone R-1820G3 | 171 | Rad | Air | 9-6⅛x6⅞ | 1823.0 | 6.45 | 106 | 8.31 | 5 | 1 | 1 | I | 840 | 2100 | 8700 | 875 | 2200 | 450 | 1850 | 87 | D | 1103 | 2.45 | 1-Str | Scin | Mag | 2 | Opt | Opt | 43¼ | 54¼ | .... | .... | 23⅜ | P.O.A. |
| Wright♠ | ■Cyclone R-1820G3B | 171 | Rad | Air | 9-6⅛x6⅞ | 1823.0 | 6.20 | 106 | 8.31 | 5 | 1 | 1 | I | 820 | 2100 | 8800 | 900 | 2350 | 450 | 1850 | 87 | D | 1103 | 2.45 | 1-Str | Scin | Mag | 2 | Opt | Opt | 43¼ | 54¼ | .... | .... | 23⅜ | P.O.A. |
| Wright♠ | Cyclone GR-1820G102A | 169 | Rad | Air | 9-6⅛x6⅞ | 1823.0 | 6.30 | 129 | 7.00 | 5 | 1 | 1 | I | 900 | 2300 | 6700 | 1100 | 2350 | 550 | 1850 | 90 | G | 1275 | 2.32 | 1-CG | Scin | Mag | 2 | Opt | Opt | 48⅛ | 55 7/64 | .... | .... | 23⅜ | P.O.A. |
| Wright♠ | Cyclone GR-1820G103A | 180 | Rad | Air | 9-6⅛x6⅞ | 1823.0 | 6.30 | 129 | 8.31 | 5 | 1 | 1 | I | 860 | 2300 | 11100 | 1000 | 2350 | 550 | 1850 | 90 | G | 1275 | 2.32 | 1-CG | Scin | Mag | 2 | Opt | Opt | 48⅛ | 55 7/64 | .... | .... | 23⅜ | P.O.A. |
| Wright | ▼Cyclone GR-2600A2 | .... | Rad | Air | 14-.... | 2603.0 | .... | 119 | .... | .... | .... | .... | .... | 1350 | 2300 | 5000 | 1600 | 2400 | 725 | 1850 | .... | G | .... | .... | .... | .... | .... | .... | .... | .... | .... | .... | .... | .... | .... | .... |

### ABBREVIATIONS

**General**

‡—Based on Maximum Horsepower
†—75% Power Allowable
*—87 Octane Rating for take off
**—Or Propeller Swing optional
■—Gear Drive Engines are available with the same ratings
▼—Complete information on this engine not released by U. S. government
♠—Cyclone engines may be equipped with two-speed superchargers

(a)—One single valve for intake and exhaust
(b)—Dual type
(c)—For single ignition
(d)—Includes propeller hub assembly
(e)—One Magneto. One Battery
Di—Diesel Fuel
Mil—Military
P.O.A.—Price on application

**Cylinder Arrangement**

Hor—Horizontal
IV-L—Inverted-In-Line
IV-V—Inverted-V
Rad—Radial

**Cylinder Material**

(1)—Aluminum with Cast Iron Liner
(2)—Aluminum with Steel Liner
(3)—Cast Iron
(4)—Cast Iron with Aluminum Head
(5)—Steel with Aluminum Head
(6)—Aluminum with Nickel Iron Liner
(7)—CastSemi-SteelwithAluminumHead
(8)—Nickel Iron

**Valve Location**

I—In Head with Push Rods and Rocker Arms
L—Valves at Side
OH—Overhead Camshaft

**Rating**

SL—Sea Level

**Propeller Drive**

D—Direct
G—Geared

**Carburetor Make**

CG—Chandler-Groves
Hol—Holley
Str—Stromberg
Zen—Zenith

**Ignition System Make**

Bos—Bosch
BS—Bosch or Scintilla
ES—Edison-Splitdorf
Scin—Scintilla

**Current Sources**

Bat—Battery
Mag—Magneto
M-B—Magneto or Battery

**Starter Make**

EC—Eclipse or Coffman
Ecl—Eclipse Aviation Div.

**Method of Starting**

A-DE—Air or Direct Cranking Electric
DE—Direct Cranking Electric
EI—Electric Inertia
EM—Electric Motor
HE—Hand Crank or Electric Motor
PS—Propeller Swing

**Engine Manufacturers**

(1)—Aeronautical Corp. of America
(2)—Air Cooled Motors Corp.
(3)—Milwaukee Parts Corp.
(4)—Aviation Mfg. Corp.
(5)—Lenape Aircraft & Motors, Inc.

## U. S. Production and Sales of Tractors*

| KIND | | MANUFACTURED | | SOLD BY MANUFACTURERS | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | | | Total | | For Domestic Use | | For Export | |
| | | Number | Value | Number | Value | Number | Value | Number | Value |
| Wheel Type | 1938 | 170,650 | $116,583,025 | 173,321 | $116,843,956 | 141,593 | $ 92,875,574 | 31,728 | $ 23,968,382 |
| | 1937 | 237,837 | 159,685,605 | 243,578 | 161,098,035 | 216,169 | 140,934,175 | 27,409 | 20,163,860 |
| Tracklaying Type | 1938 | 16,837 | 33,771,694 | 19,801 | 40,221,557 | 11,251 | 24,082,926 | 8,550 | 16,138,631 |
| | 1937 | 34,602 | 66,418,335 | 30,780 | 59,964,621 | 21,449 | 42,778,124 | 9,331 | 17,186,497 |
| Total Tractors | 1938 | 187,487 | $150,354,719 | 193,122 | $157,065,513 | 152,844 | $116,958,500 | 40,278 | $ 40,107,013 |
| | 1937 | 283,155 | 227,679,355 | 284,576 | 222,602,559 | 247,370 | 185,178,518 | 37,206 | 37,424,041 |

* Department of Commerce, Bureau of Census.

# AUTOMOTIVE DIESEL AND OTHER HEAVY OIL ENGINES

| ENGINE MAKE AND MODEL | GENERAL | | | | | | | | | | | | | | VALVES | | | | | | | PISTONS | | | | CONNECTING RODS | | | INJECTION VALVE | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | | | | | | | | Timing (Degrees) | | | | | | | | | | | | | | | |
| | Designed For | Type | Number of Cylinders—Bore and Stroke | Piston Displacement (Cu. In.) | Maximum Intermittant Hp. at Specified R.P.M. | Maximum Continuous Hp. at Specified R.P.M. | Compression Ratio — to 1. | Cycle | Compression Pressure at Specified R.P.M. | Maximum Pressure (Lbs. per Sq. In.) | B.M.E.P. at Continuous Hp. (Lbs. per Sq. In.) | Weight per Continuous Hp. (Lb.) | Maximum Torque in Lb. Ft. at Specified R.P.M. | Weight Equipped (Lb.) | Arrangement | Intake Port Diameter and Lift (In.) | Exhaust Port Diameter and Lift (In.) | Intake Opens | Intake Closes | Exhaust Open | Exhaust Closes | Material | Length | No. of Rings per Piston | Weight with Rings and Pin (Lb.) | Material | Center to Center Length (In.) | Weight with Cap and Bushing | Value Type, Open or Closed | Type Orifices—Single, Multiple or Pintle | Injection Pressure (Lbs. per Sq. In.) | Fuel Consumption at Rated Load (Lb. per B. Hp. Hr.) | Starting Method |
| Allis-Chalmers LO | Tr | DI | 6-5¼x6½ | 844 | 97-1050 | 86-1050 | 6.5 | 4 | 150-500 | 450 | 77 | 38.0 | 560-750 | 3275 | VI | 2.25-.500 | 1.87-.500 | 5A | 40AB | 44BB | 9A | TCI | 8.18 | 4 | 11.10 | 1045 | 13.00 | 11.00 | C | Mul | 1300 | .48 | H,E |
| Allis-Chalmers SO | Tr | DI | 4-5¾x6½ | 675 | 77-1050 | 68-1050 | 6.5 | 4 | 155-550 | 450 | 76 | 37.4 | 440-750 | 2550 | VI | 2.25-.490 | 2.00-.490 | TC | 45AB | 49BB | 19A | TCI | 8.50 | 4 | 12.00 | 1045 | 13.00 | 12.00 | C | Mul | 1300 | .50 | H,E |
| Allis-Chalmers KO | Tr | DI | 4-5¼x6½ | 563 | 63-1050 | 56-1050 | 6.5 | 4 | 155-500 | 450 | 75 | 38.9 | 370-750 | 2180 | VI | 2.25-.500 | 1.87-.500 | 5A | 40AB | 44BB | 9A | TCI | 8.18 | 4 | 11.10 | 1045 | 13.00 | 11.00 | C | Mul | 1300 | .49 | H,E |
| Atlas Imperial 2AM115 | M | DI | 2-4¾x6½ | 230 | ... | 18-950 | 15.0 | 4 | 520-950 | 675 | 65 | 105.6 | ... | 1900 | VI | 1.62-.390 | 1.50-.468 | 5B | 35AB | 40BB | TC | CI | 8.25 | 6 | 11.50 | 1040 | 13.00 | 10.80 | C | Mul | 3000 | .42 | Ele |
| Atlas Imperial 4AM115 | M | DI | 4-4¾x6½ | 460 | ... | 40-950 | 15.0 | 4 | 520-950 | 675 | 72 | 57.5 | ... | 2300 | VI | 1.62-.390 | 1.50-.468 | 5B | 35AB | 40BB | TC | CI | 8.25 | 6 | 11.50 | 1040 | 13.00 | 10.80 | C | Mul | 3000 | .42 | Ele |
| Buda 4DT-196 | C, T, Tr, R | AC | 4-3⅝x4¾ | 195 | 50-2400 | 37-1800 | 14.5 | 4 | 390-600 | 725 | 83 | 25.0 | 143-1400 | 925 | VI | 1.37-.486 | 1.18-.486 | 20B | 38AB | 45BB | 13A | AL | 4.93 | 5 | 3.00 | 1035 | 9.50 | 3.41 | C | Pin | 2000 | .49 | Ele |
| Buda 4DTM-196 | M | AC | 4-3⅝x4¾ | 195 | 50-2400 | 42-1800 | 14.5 | 4 | 390-600 | 725 | 95 | 23.4 | 125-1400 | 985 | VI | 1.37-.486 | 1.18-.486 | 20B | 38AB | 45BB | 13A | AL | 4.93 | 5 | 3.00 | 1035 | 9.50 | 3.41 | C | Pin | 2000 | .47 | Ele |
| Buda 4DT-212 | C, T, Tr, R | AC | 4-3⅝x5⅛ | 212 | 52-2300 | 40-1800 | 14.5 | 4 | 390-600 | 725 | 83 | 23.8 | 152-1400 | 955 | VI | 1.37-.486 | 1.18-.486 | 20B | 38AB | 45BB | 13A | AL | 4.93 | 5 | 3.00 | 1035 | 9.50 | 3.41 | C | Pin | 2000 | .49 | Ele |
| Buda 4DTM-212 | M | AC | 4-3⅝x5⅛ | 212 | 52-2300 | 40-1800 | 14.5 | 4 | 390-600 | 725 | 83 | 25.0 | 152-1400 | 1000 | VI | 1.37-.486 | 1.18-.486 | 20B | 38AB | 45BB | 13A | AL | 4.93 | 5 | 3.00 | 1035 | 9.50 | 3.41 | C | Pin | 2000 | .47 | Ele |
| Buda 4LD-1161 | R, I | AC | 4-6½x8¾ | 1161 | 141-1100 | 118-1000 | 12.0 | 4 | 370-600 | 625 | 80 | ... | 815-600 | ... | VI | 2.37-.686 | 2.12-.686 | 20B | 35AB | 40BB | 15A | AL | 9.31 | 5 | 17.50 | 1035 | 17.75 | 27.00 | C | Pin | 1600 | .46 | Ele |
| Buda 6LDM-275 | M | AC | 6-3½x4¾ | 274 | 70-2400 | 58-1800 | 13.5 | 4 | 370-600 | 625 | 93 | 21.6 | 174-1200 | 1250 | VI | 1.37-.486 | 1.12-.486 | 20B | 38AB | 45BB | 13A | AL | 4.93 | 5 | 2.85 | 1035 | 9.50 | 3.41 | C | Pin | 2000 | .48 | Ele |
| Buda 6DT-278 | C, T, Tr, B | AC | 6-3⅝x4½ | 278 | 72-2600 | 50-1800 | 14.5 | 4 | 390-600 | 725 | 79 | 25.0 | 196-1400 | 1250 | VI | 1.37-.486 | 1.18-.486 | 20B | 38AB | 45BB | 13A | AL | 5.06 | 5 | 3.00 | 1035 | 9.50 | 3.41 | C | Pin | 2000 | .47 | Ele |
| Buda 6DT-294 | C, T, Tr, B | AC | 6-3⅝x4¾ | 294 | 75-2400 | 54-1800 | 14.5 | 4 | 390-600 | 725 | 81 | 23.1 | 210-1400 | 1250 | VI | 1.37-.486 | 1.18-.486 | 20B | 38AB | 45BB | 13A | AL | 4.93 | 5 | 3.00 | 1035 | 9.50 | 3.41 | C | Pin | 2000 | .47 | Ele |
| Buda 6DT-317 | C, T, Tr, B | AC | 6-3⅝x5⅛ | 317 | 81-2300 | 68-1800 | 14.5 | 4 | 390-600 | 725 | 94 | 16.7 | 210-1400 | 1133 | VI | 1.37-.486 | 1.18-.486 | 20B | 38AB | 45BB | 13A | AL | 4.93 | 5 | 3.00 | 1035 | 9.50 | 3.41 | C | Pin | 2000 | .47 | Ele |
| Buda 6DTM-317 | M | AC | 6-3⅝x5⅛ | 317 | 81-2300 | 68-1800 | 14.5 | 4 | 390-600 | 725 | 94 | ... | 210-1400 | ... | VI | 1.37-.486 | 1.18-.486 | 20B | 38AB | 45BB | 13A | AL | 4.93 | 5 | 3.00 | 1035 | 9.50 | 3.41 | C | Pin | 2000 | .47 | Ele |
| Buda 6DT-415 | T, Tr, B | AC | 6-4x5½ | 415 | 87-2000 | 67-1600 | 14.2 | 4 | 390-600 | 725 | 80 | 21.1 | 304-1200 | 1415 | VI | 1.46-.476 | 1.37-.476 | 12B | 36AB | 35BB | 6A | AL | 5.25 | 5 | ... | 6140 | 11.00 | 4.87 | C | Pin | 2000 | .47 | Ele |
| Buda 6DTM-415 | M | AC | 6-4x5½ | 415 | 87-2000 | 67-1600 | ... | 4 | 390-600 | 725 | 80 | 26.2 | 292-1200 | 1755 | VI | 1.46-.476 | 1.37-.476 | 12B | 36AB | 35BB | 6A | AL | 5.25 | 5 | ... | 6140 | 11.00 | 4.87 | C | Pin | 2000 | .47 | Ele |
| Buda 6DT-468 | T, Tr, B | AC | 6-4¼x5½ | 468 | 96-2000 | 75-1600 | ... | 4 | 390-600 | 725 | 79 | 19.1 | 344- | 1435 | VI | 1.59-.476 | 1.37-.476 | 12B | 36AB | 35BB | 6A | AL | 5.25 | 5 | ... | 6140 | 11.00 | 4.87 | C | Pin | 2000 | .47 | Ele |
| Buda 6DTM-468 | M | AC | 6-4¼x5½ | 468 | 96-2000 | 75-1600 | ... | 4 | 390-600 | 725 | 79 | 23.7 | 344-1200 | 1775 | VI | 1.59-.476 | 1.37-.476 | 12B | 36AB | 35BB | 6A | AL | 5.25 | 5 | ... | 6140 | 11.00 | 4.87 | C | Pin | 2000 | .47 | Ele |
| Buda 6LD-691 | T, Tr, B | AC | 6-4¾x6½ | 691 | 123-1700 | 85-1200 | 12.5 | 4 | 370-600 | 625 | 81 | 26.7 | 504-1100 | 2270 | VI | 1.75-.516 | 1.56-.516 | 15B | 35AB | 40BB | 10A | AL | 6.00 | 5 | 5.43 | 6140 | 12.50 | 10.25 | C | Pin | 2000 | .47 | Ele |
| Buda 6LDM-691 | M | AC | 6-4¾x6 | 691 | 135-1700 | 124-1500 | ... | 4 | 370-600 | 625 | 95 | 21.8 | 450-1100 | 2700 | VI | 1.75-.516 | 1.56-.516 | 15B | 35AB | 40BB | 10A | AL | 6.00 | 5 | 5.43 | 6140 | 12.50 | 10.25 | C | Pin | 2000 | .47 | Ele |
| Buda 6DT-909 | T,Tr,B,R,I | AC | 6-5¼x7 | 909 | 155-1500 | 117-1200 | 13.7 | 4 | 390-600 | 725 | 85 | 25.7 | 650-900 | 3010 | VI | 1.90-.540 | 1.78-.540 | 17B | 33AB | 39BB | 11A | AL | 8.00 | 5 | ... | 6140 | 14.25 | 13.10 | C | Pin | ... | .47 | Ele |
| Buda 6DTM-909 | M | AC | 6-5¼x7 | 909 | 155-1500 | 117-1200 | 13.7 | 4 | 390-600 | 725 | 85 | 28.6 | 650-900 | 3350 | VI | 1.90-.540 | 1.78-.540 | 17B | 33AB | 39BB | 11A | AL | 8.00 | 5 | ... | 6140 | 14.25 | 13.10 | C | Pin | ... | .47 | Ele |
| Buda 6LD-1611 | R, I | AC | 6-6¼x8¾ | 1611 | 196-1100 | 163-1000 | 12.0 | 4 | 370-600 | 625 | 80 | 42.1 | 1130-600 | 6875 | VI | 2.37-.687 | 2.12-.687 | 20B | 35AB | 40BB | 15A | AL | 9.31 | 5 | 17.50 | 1035 | 17.75 | 27.00 | C | Pin | 1600 | .47 | Ele |
| Buda 6DHM-1742 | M | AC | 6-6½x8¾ | 1742 | 212-1100 | 178-1000 | ... | 4 | ... | ... | 81 | 36.5 | 1290-1000 | 6500 | VI | 2.37-.687 | 2.12-.687 | 20B | 35AB | 40BB | 15A | AL | 9.31 | 5 | 17.50 | 1035 | 17.25 | 27.00 | C | Pin | ... | .42 | Ele |
| Buda 6DH-1742 | R, I | AC | 6-6½x8¾ | 1742 | 212-1100 | 178-1000 | ... | 4 | ... | ... | 81 | 34.2 | 1290-1000 | 6100 | VI | 2.37-.687 | 2.12-.687 | 20B | 35AB | 40BB | 15A | AL | 9.31 | 5 | 17.50 | 1035 | 17.25 | 27.00 | C | Pin | ... | .42 | Ele |
| Caterpillar D-17000 | M, R | PC | 8-5¾x8 | 1662 | 160*-850 | 120*-850 | 15.5 | 4 | 595-850 | 830 | 67 | 63.4 | 1020-650 | 7600 | VI | 2.06-.468 | 2.06-.468 | 12B | 30AB | 50BB | 22A | AL | 9.18 | 6 | 14.00 | 1040 | 15.00 | 19.00 | O | Sin | 1500 | .44* | E,G |
| Caterpillar D-13000 | Tr, M, R | PC | 6-5¾x8 | 1246 | 125*-850 | 95*-850 | 15.5 | 4 | 595-850 | 830 | 71 | 53.0 | 824-650 | 5035 | VI | 2.06-.468 | 2.06-.468 | 12B | 50AB | 30BB | 22A | AL | 9.18 | 6 | 14.00 | 1040 | 15.00 | 19.00 | O | Sin | 1500 | .44* | E,G |
| Caterpillar D-11000 | Tr, M, R | PC | 6-5¼x8 | 1039 | 100*-850 | 75*-850 | 15.5 | 4 | 595-850 | 830 | 67 | 66.0 | 645-650 | 4945 | VI | 2.06-.468 | 2.06-.468 | 12B | 30AB | 50BB | 22A | AL | 9.18 | 6 | 12.00 | 1040 | 15.00 | 19.00 | O | Sin | 1500 | .44* | E,G |
| Caterpillar D-8800 | Tr, R | PC | 4-5¾x8 | 831 | 80*-850 | 60*-850 | 15.5 | 4 | 595-850 | 830 | 67 | 68.1 | 513-700 | 4090 | VI | 2.06-.468 | 2.06-.468 | 12B | 30AB | 50BB | 22A | AL | 9.18 | 6 | 14.00 | 1040 | 15.00 | 19.00 | O | Sin | 1500 | .43* | E,G |
| Caterpillar D-7700 | Tr, R | PC | 4-5¼x8 | 693 | 66*-850 | 50*-850 | 15.5 | 4 | 595-850 | 830 | 67 | 80.6 | 426-700 | 4030 | VI | 2.06-.468 | 2.06-.468 | 12B | 30AB | 50BB | 22A | AL | 9.18 | 6 | ... | 1040 | 15.00 | 19.00 | O | Sin | 1500 | .45* | E,G |
| Caterpillar D-6600 | Tr, R | PC | 3-5¾x8 | 623 | 60*-850 | 45*-850 | 15.5 | 4 | 595-850 | 830 | 67 | 72.5 | 396-650 | 3260 | VI | 2.06-.468 | 2.06-.468 | 12B | 30AB | 50BB | 22A | AL | 9.18 | 6 | 14.00 | 1040 | 15.00 | 19.00 | O | Sin | 1500 | .45* | E,G |
| Caterpillar D-4600 | Tr, M, R | PC | 6-4¼x5½ | 468 | 66*-1400 | 50*-1400 | 16.0 | 4 | 625-1400 | 840 | 61 | 48.8 | 274-900 | 2440 | VI | 1.50-.375 | 1.50-.375 | 12B | 30AB | 50BB | 22A | AL | 6.12 | 6 | 5.25 | 1040 | 10.25 | 8.50 | O | Sin | 1500 | .45* | E,G |
| Caterpillar D-4400 | Tr, R | PC | 4-4¼x5½ | 312 | 44*-1400 | 33*-1400 | 16.0 | 4 | 625-1400 | 840 | 60 | 59.8 | 180-900 | 1975 | VI | 1.50-.375 | 1.50-.375 | 12B | 30AB | 50BB | 22A | AL | 6.12 | 6 | 5.25 | 1040 | 10.25 | 8.50 | O | Sin | 1500 | .46* | E,G |
| Caterpillar D-3400 | Tr | PC | 4-3¾x5 | 221 | 32*-1525 | 24*-1525 | 17.0 | 4 | 630-1525 | 850 | 56 | 62.5 | 128-1000 | 1500 | VI | 1.31-.320 | 1.21-.320 | 12B | 30AB | 50BB | 12A | AL | 5.50 | 6 | 4.25 | 1040 | 10.33 | 8.25 | O | Sin | 1500 | .49* | E,G |
| Cooper-Bessemer EN-6 | M, R | DI | 6-8x10½ | 3167 | 340-900 | 300-900 | 12.5 | 4 | 400- | 750 | 83 | 31.6 | 1980-900 | 9500 | VI | 3.12-.750 | 3.12-.750 | 20B | 35AB | 35BB | 20A | AL | 14.00 | 6 | 38.25 | 3140 | 21.00 | 44.00 | C | Mul | 2500 | .41 | A,E |
| Cooper-Bessemer EN-8 | M, R | DI | 6-8x10 | 4222 | 450-900 | 400-900 | 12.5 | 4 | 400- | 750 | 83 | 30.0 | 2650-900 | 12000 | VI | 3.12-.750 | 3.12-.750 | 20B | 35AB | 35BB | 20A | AL | 14.00 | 6 | 38.50 | 3140 | 21.00 | 44.50 | C | Mul | 2500 | .41 | A,E |
| Cooper-Bessemer GN-6 | M, R | DI | 6-10½x13½ | 7014 | 630-750 | 560-750 | 12.0 | 4 | 380-750 | 700 | 84 | 37.5 | 4450-750 | 21000 | VI | 4.00-1.125 | 4.00-1.125 | 20B | 35AB | 35BB | 20A | AL | 18.00 | 7 | 75.50 | 3140 | 27.00 | 101.0 | C | Mul | 2500 | .41 | A,E |
| Cooper-Bessemer GN-8 | M, R | DI | 8-10½x12½ | 9352 | 845-750 | 750-750 | 12.0 | 4 | 380-750 | 700 | 85 | 36.0 | 5900-750 | 27000 | VI | 4.00-1.125 | 4.00-1.125 | 20B | 35AB | 35BB | 20A | AL | 18.00 | 7 | 75.50 | 3140 | 27.00 | 101.0 | C | Mul | 2500 | .41 | A,E |
| Covic T-2 | T, Tr, M | TC | 2-3¼x3 11/16 | 61 | 20-3000 | 15-2200 | 16.0 | 4 | ... | ... | 89 | 25.6 | 35-1800 | 385 | VI | 1.37-.256 | 1.25-.210 | 2B | 43AB | 38BB | 3A | CI | 2.90 | 4 | 2.00 | 3140 | 7.28 | 2.25 | C | Pin | 2000 | .40 | H,E |
| Cummins AA-400 | T,Tr,B,M,R | DI | 4-4x5 | 251 | 66-2200 | 57-2200 | 18.2 | 4 | 600-2200 | ... | 82 | 18.8 | 180-1200 | 1070 | VI | 1.37-.406 | 1.37-.406 | 6B | 46AB | 50BB | 14A | CI | 5.06 | 4 | 5.30 | 4130 | 12.00 | 6.24 | ... | Mul | ... | .50 | Ele |
| Cummins AA-600 | T,Tr,B,M,R | DI | 6-4x5 | 477 | 100-2200 | 85-2200 | 18.2 | 4 | 600-2200 | ... | 64 | 15.4 | 270-1200 | 1310 | VI | 1.37-.406 | 1.37-.406 | 6B | 46AB | 50BB | 14A | CI | 5.06 | 4 | 5.30 | 4130 | 12.00 | 6.24 | ... | Mul | ... | .50 | Ele |
| Cummins HB-400 | T,Tr,B,M,R | DI | 4-4⅞x6 | 448 | 100-1800 | 84-1800 | 17.0 | 4 | 500-1200 | ... | 83 | 25.2 | 500-1000 | 2120 | VI | 1.93-.500 | 1.93-.500 | 6B | 46AB | 50BB | 14A | CI | 6.25 | 4 | 10.12 | 4130 | 12.00 | 10.60 | ... | Mul | ... | .50 | Ele |
| Cummins HB-600 | T,Tr,B,M,R | DI | 6-4⅞x6 | 672 | 150-1800 | 125-1800 | 17.0 | 4 | 500-1200 | ... | 82 | 20.8 | 500-1000 | 2600 | VI | 1.93-.500 | 1.93-.500 | 6B | 46AB | 50BB | 14A | CI | 6.25 | 4 | 10.12 | 4130 | 12.00 | 10.06 | ... | Mul | ... | .50 | Ele |
| Dodge TLD & TKD Series | T | AC | 6-3¾x5 | 331 | 95-2600 | ... | 14.5 | 4 | 450- | 700 | ... | ... | 226-1000 | 1250 | VI | 1.54-.375 | 1.31-.375 | 31B | 49AB | 47BB | 17A | Als | 5.46 | 5 | 3.22 | ... | 10.43 | 3.55 | ... | Pin | 2000 | .42 | Ele |
| Fairbanks-Morse (1) 36A8 | M, R | DI | 8-8x10½ | 4223 | 345-720 | 289-720 | 14.9 | 4 | 485-720 | 800 | 75 | ... | 2560-600 | ... | VI | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | C | Mul | 3000 | ... | Air |
| Fairbanks-Morse (2) 36A4¼ | M, R | TC | 6-4¼x6 | 511 | 75-1200 | 60-1200 | 16.8 | 4 | 560-1200 | 800 | 77 | ... | 330-1050 | ... | VI | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | C | Pin | 1700 | .48 | E,G |
| Fairbanks-Morse (3) 36A5½ | M, R | TC | 8-5½x7½ | 1426 | 184-1100 | 120-900 | 14.8 | 4 | 475-900 | 800 | 74 | ... | 872-900 | ... | VI | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | C | Pin | 1700 | .48 | A,E,G |
| General Motors 6-71 | T,Tr,B,M,I | DI | 6-4¼x5 | 425 | 165-2000 | 90-1200 | 16.0 | 2 | 500-1000 | 980 | 70 | 17.8† | 525-1000 | 1597† | VI‡ | (b) | 1.56-.375(a) | ... | ... | ... | ... | PI | 6.00 | 6 | 7.00 | CMS | 10.12 | 6.80 | ... | Mul | (c) | .45 | Ele |
| General Motors 4-71 | T,Tr,B,M,I | DI | 4-4¼x5 | 284 | 110-2000 | 60-1200 | 16.0 | 2 | 500-1000 | 980 | 70 | 21.7† | 350-1000 | 1308† | VI‡ | (b) | 1.56-.375(a) | ... | ... | ... | ... | PI | 6.00 | 6 | 7.00 | CMS | 10.12 | 6.80 | ... | Mul | (c) | .45 | Ele |

| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| General Motors..........3-71 | T,Tr,B,M,I | DI | 3-4¼x5 | 213 | 83-2000 | 45-1200 | 16.0 | 2 | 500-1000 | 980 | 70 | 26.2† | 263-1000 | 1186† | VI‡ | (b) | 1.56-.375(a) | .... | .... | .... | .... | PI | 6.00 | 6 | 7.00 | CMS | 10.12 | 6.80 | ... | Mul | (c) | .45 | Ele |
| General Motors..........1-71 | I | DI | 1-4¼x5 | 71 | 25-1600 | 15-1200 | 16.0 | 2 | 500-1000 | 980 | 70 | 58.4† | 87-1000 | 875† | VI‡ | (b) | 1.56-.375(a) | .... | .... | .... | .... | PI | 6.00 | 6 | 7.00 | CMS | 10.12 | 6.80 | ... | Mul | (c) | .45 | Ele |
| Hercules..............DOOB | T,Tr,B,M,R | TC | 4-3¾x4½ | 199 | 62-2600 | 48-1800 | 16.0 | 4 | 490-1000 | 760 | 106 | 17.7 | 142-1500 | 850 | VI | 1.62-.375 | 1.12-.375 | 12B | 44AB | 44BB | 12A | AL | 4.84 | 6 | 3.55 | CNM | 8.00 | 4.90 | C | Pin | 1650 | .45 | H,E |
| Hercules..............DOOC | T,Tr,B,M,R | TC | 4-4x4½ | 226 | 70-2600 | 55-1800 | 16.0 | 4 | 500-1000 | 770 | 107 | 16.2 | 161-1500 | 890 | VI | 1.62-.375 | 1.12-.375 | 12B | 44AB | 44BB | 12A | AL | 4.84 | 6 | 3.85 | CNM | 8.00 | 4.90 | C | Pin | 1650 | .45 | H,E |
| Hercules..............DOOD | T,Tr,B,M,R | TC | 4-4¼x4½ | 255 | 56-1600 | 56-1600 | 16.0 | 4 | 500-1000 | 770 | 109 | 16.6 | 181-1500 | 930 | VI | 1.62-.375 | 1.12-.375 | 12B | 44AB | 44BB | 12A | AL | 4.84 | 6 | 4.10 | CNM | 8.00 | 4.90 | C | Pin | 1650 | .44 | H,E |
| Hercules..............DJXB | T,Tr,B,M,R | TC | 6-3½x4½ | 260 | 77-2600 | 60-1800 | 15.0 | 4 | 475-1000 | 750 | 102 | 16.3 | 178-1500 | 980 | VI | 1.62-.375 | 1.12-.375 | 12B | 44AB | 44BB | 12A | AL | 4.84 | 6 | 3.25 | CNM | 8.00 | 4.90 | C | Pin | 1650 | .45 | H,E |
| Hercules..............DJXC | T,Tr,B,M,R | TC | 6-3¾x4½ | 298 | 83-2600 | 69-1800 | 15.0 | 4 | 475-1000 | 750 | 102 | 14.8 | 208-1500 | 1020 | VI | 1.62-.375 | 1.12-.375 | 12B | 44AB | 44BB | 12A | AL | 4.84 | 6 | 3.55 | CNM | 8.00 | 4.90 | C | Pin | 1650 | .45 | H,E |
| Hercules..............DRXB | T,Tr,B,M,R | TC | 6-4⅜x5¼ | 474 | 120-2000 | 104-1600 | 15.0 | 4 | 475-1000 | 750 | 109 | 17.1 | 350-1300 | 1780 | VI | 2.00-.395 | 1.37-.395 | 12B | 44AB | 44BB | 12A | AL | 6.84 | 6 | 7.10 | CNM | 9.37 | 9.20 | C | Pin | 1650 | .42 | E,G |
| Hercules..............DRXC | T,Tr,B,M,R | TC | 6-4⅝x5¼ | 529 | 103-1400 | 103-1400 | 15.0 | 4 | 475-1000 | 750 | 110 | 17.7 | 388-1300 | 1820 | VI | 2.00-.395 | 1.37-.395 | 12B | 44AB | 44BB | 12A | AL | 6.84 | 6 | 7.50 | CNM | 9.37 | 9.20 | C | Pin | 1650 | .42 | E,G |
| Hercules..............DHXB | T,Tr,B,M,R | TC | 6-5x6 | 707 | 160-1600 | 142-1400 | 15.0 | 4 | 475-1000 | 750 | 113 | 17.7 | 530-1400 | 2520 | VI | 2.37-.500 | 1.62-.500 | 5B | 50AB | 45BB | 10A | AL | 7.53 | 6 | 9.53 | CNM | 12.00 | 11.70 | C | Pin | 1650 | .41 | E,G |
| Hercules..............DHXC | T,Tr,B,M,R | TC | 6-5½x6 | 855 | 127-1000 | 127-1000 | 15.0 | 4 | 475-1000 | 750 | 118 | 20.0 | 675- 875 | 2550 | VI | 2.37-.500 | 1.62-.500 | 5B | 50AB | 45BB | 10A | AL | 7.53 | 6 | 10.00 | CNM | 12.00 | 11.70 | C | Pin | 1650 | .40 | E,G |
| Hill (4)....................C | M, Sta | DI | 6-3½x6 | 346 | ........ | 17-1800° | 15.0 | 4 | 550-..... | 850 | 89 | 22.2 | ........ | 1550 | VI | .... | .... | .... | .... | .... | .... | .... | .... | .... | .... | .... | .... | .... | .... | Sin | .... | .... | Ele |
| Hill (2)....................B | M, Sta | DI | 6-5x7 | 824 | ........ | 95-1000° | 15.0 | 4 | 550-..... | 850 | 91 | 42.1 | ........ | 4000 | VI | .... | .... | .... | .... | .... | .... | .... | .... | 6 | .... | .... | .... | .... | .... | Sin | .... | .... | A,E |
| Hill (4)....................A | M, Sta | DI | 6-6x10 | 1696 | ........ | 120- 800° | 15.0 | 4 | 550-..... | 850 | 70 | 75.0 | ........ | 9000 | VI | .... | .... | .... | .... | .... | .... | .... | .... | .... | .... | .... | .... | .... | .... | Sin | .... | .... | Air |
| International...........TD-35 | Tr | PC | 4-4½x6½ | 414 | 46-1100 | ........ | 17.0 | 4 | 615-1100 | .... | .... | .... | 268- 500 | 1880 | VI | 2.03-.502 | 1.53-.502 | 10B | 25AB | 43BB | 10A | AL | 6.15 | 5 | 7.50 | 1040 | 13.25 | 11.56 | C | Sin | 2500 | .... | (x) |
| International...........PD-40 | Tr, M, Pu | PC | 4-4¾x6½ | 461 | 63-1250 | 50-1250 | 17.0 | 4 | 625-1250 | .... | 69 | 38.0 | 306- 600 | 1900 | VI | 2.03-.502 | 1.53-.502 | 10B | 25AB | 43BB | 10A | AL | 6.18 | 5 | 8.58 | 1040 | 13.25 | 11.56 | C | Sin | 2500 | .... | (x) |
| International...........PD-80 | Tr, M, Pu | PC | 6-4¾x6½ | 691 | 100-1400 | 80-1400 | 17.0 | 4 | 625-1400 | .... | 65 | 32.5 | 418- 750 | 2600 | VI | 2.03-.502 | 1.53-.502 | 10B | 25AB | 43BB | 10A | AL | 6.18 | 5 | 8.58 | 1040 | 13.25 | 11.56 | C | Sin | 1500 | .... | (x) |
| Kermath...............DOO | M | TC | 4-4x4½ | 226 | 70-2600 | 55-1800 | 14.5 | 4 | 475-1000 | 750 | 107 | 21.8 | 155-1500 | 1200 | VI | 1.62-.375 | 1.12-.375 | 12A | 44AB | 44BB | 12A | AL | 4.84 | 6 | 3.55 | CNM | 8.00 | 4.90 | C | Pin | 2100 | .45 | Ele |
| Kermath...............DJXC | M | TC | 6-3¾x4½ | 298 | 84-2600 | 69-1800 | 14.5 | 4 | 475-1000 | 750 | 102 | 17.7 | 178-1350 | 1225 | VI | 1.62-.375 | 1.12-.375 | 12B | 44AB | 44BB | 12A | AL | 4.84 | 6 | 3.55 | CNM | 8.00 | 4.90 | C | Pin | 2100 | .44 | Ele |
| Kermath...............DRX | M | TC | 6-4⅜x5¼ | 474 | 120-2000 | 104-1600 | 14.5 | 4 | 475-1000 | 750 | 109 | 19.2 | 350-1300 | 2000 | VI | 2.00-.395 | 1.37-.395 | 12B | 44AB | 44BB | 12A | AL | 6.84 | 6 | 7.10 | CNM | 9.37 | 9.20 | C | Pin | 1650 | .40 | Ele |
| Kermath...............DHX | M | TC | 6-5x6 | 707 | 160-1600 | 142-1400 | 14.5 | 4 | 475-1000 | 750 | 113 | 21.8 | 535-1400 | 3100 | VI | 2.37-.500 | 1.62-.500 | 5B | 50AB | 45BB | 10A | AL | 7.53 | 6 | 9.53 | CNM | 12.00 | 11.70 | C | Pin | 1650 | .40 | Ele |
| Mack-Lanova.............ED | T, Tr, B | DI | 6-4⅝x5¾ | 519 | 131-2000 | 131-2200 | 14.5 | 4 | 485-1000 | .... | 91 | 13.9 | 382-1200 | 1823 | VI | 1.64-5.00 | 1.64-.500 | 20B | 35AB | 42BB | 13A | AL | 5.75 | 5 | 4.61 | 4130 | 11.25 | 6.40 | ... | Pin | 1700 | .47 | Ele |
| Red Wing-Hesselman.35-40HP | M | DI | 4-3¾x4¾ | 210 | 40-2000 | 35-1500 | 6.25 | 4 | 130-1000 | 450 | 88 | 24.3 | 122-1200 | 850 | VI | 1.62-3.75 | 1.25-.375 | 5B | 40AB | 40BB | 15A | CI | 4.56 | 4 | 3.80 | 1045 | 8.75 | 2.87 | O | Mul | 1200 | .56 | Ele |
| Red Wing-Hesselman.55-60HP | M | DI | 4-4⅝x5¼ | 353 | 60-1500 | 55-1400 | 6.20 | 4 | 130-1000 | 450 | 88 | 21.6 | 230- 800 | 1200 | VI | 1.75-.450 | 1.50-.450 | TC | 40AB | 40BB | 10A | CI | 5.96 | 4 | 6.00 | 1045 | 10.50 | 5.30 | O | Mul | 1200 | .58 | Ele |
| Red Wing-Hesselman.80-90HP | M | DI | 4-6x6½ | 735 | 95-1200 | 88-1050 | 5.60 | 4 | 125-1000 | 550 | 90 | 26.2 | 453- 700 | 2300 | VI | 2.37-.580 | 1.75-.580 | 10A | 40AB | 40BB | 10A | CI | 8.18 | 4 | 15.80 | 1045 | 13.25 | 9.30 | O | Mul | 1200 | .56 | Ele |
| Red Wing-Hesselman.65-75HP | M | DI | 6-3¾x4¼ | 282 | 75-2500 | 56-1800 | 6.40 | 4 | 135-1000 | 450 | 87 | 17.0 | 172-1200 | 950 | VI | 1.62-.375 | 1.25-.375 | 5A | 47AB | 45BB | 10A | AL | 4.87 | 4 | 2.56 | 1045 | 8.00 | 2.56 | O | Mul | 1200 | .56 | Ele |
| Rd. Wg.-Hesselman 160-180HP | M | DI | 6-6½x7 | 1395 | 172-1125 | 165-1050 | 5.60 | 4 | 125-1000 | 550 | 89 | 34.0 | 900- 540 | 5600 | VI | 2.50-.710 | 2.25-.710 | 5B | 40AB | 40BB | 5A | CI | 9.25 | 4 | 20.50 | 1045 | 15.37 | 19.00 | O | Mul | 1200 | .57 | Ele |
| Rd. Wg.-Hesselman 180-200HP | M | DI | 6-7x7 | 1616 | 196-1125 | 188-1050 | 5.50 | 4 | 125-1000 | 550 | 88 | 30.8 | 1030- 540 | 5800 | VI | 2.50-.710 | 2.25-.710 | 5B | 40AB | 40BB | 5A | CI | 9.25 | 4 | 24.75 | 1045 | 15.37 | 19.00 | O | Mul | 1200 | .57 | Ele |
| Red Wing-Comet....75-100HP | M | TC | 6-4⅜x5⅛ | 462 | 100-2200 | 77-1500 | 17.0 | 4 | 550-1000 | 750 | 88 | 28.6 | 275-1100 | 2200 | VI | 1.62-.540 | 1.37-.540 | 6B | 45AB | 45BB | 6A | AL | 6.25 | 5 | 5.62 | 3140 | 11.75 | 5.10 | C | Pin | 1500 | .53 | Ele |
| Red Wing-Comet...120-140HP | M | TC | 6-5x5½ | 648 | 136-2000 | 114-1500 | 17.0 | 4 | 550-1000 | 750 | 93 | 22.8 | 411-1100 | 2600 | VI | 2.00-.540 | 1.50-.540 | 6B | 45AB | 45BB | 6A | AL | 6.50 | 5 | 7.80 | 3140 | 11.75 | 8.50 | C | Pin | 1500 | .51 | Ele |
| Regal..................DF | M | .... | 6-3¾x4½ | 298 | 84-2600 | ........ | ..... | 4 | ........ | .... | .... | .... | ........ | 1360 | .... | .... | .... | .... | .... | .... | .... | AL | .... | 6 | .... | .... | .... | .... | .... | .... | .... | .... | Ele |
| Superior...............MA-2 | M | TC | 2-4½x5¾ | 183 | 29-1400 | 24-1400 | 11.8 | 4 | 360- 700 | 675 | 74 | 41.6 | 134-1200 | 1000 | VI | 1.87-.432 | 1.50-.483 | 8B | 39AB | 39BB | 8A | NI | 6.68 | 6 | 9.40 | 4145 | 11.50 | 9.25 | C | Pin | 1600 | .... | Ele |
| Superior...............MA-4 | M | TC | 4-4½x5¾ | 366 | 62-1500 | 53-1500 | 11.8 | 4 | 360- 700 | 675 | 76 | 31.2 | 267-1200 | 1650 | VI | 1.87-.432 | 1.50-.483 | 8B | 39AB | 39BB | 8A | NI | 6.68 | 6 | 9.40 | 4145 | 11.50 | 9.25 | C | Pin | 1600 | .... | Ele |
| Superior...............MA-6 | M | TC | 6-4½x5¾ | 549 | 100-1600 | 85-1600 | 11.8 | 4 | 360- 700 | 675 | 77 | 27.0 | 400-1200 | 2300 | VI | 1.87-.432 | 1.50-.483 | 8B | 39AB | 39BB | 8A | NI | 6.68 | 6 | 9.40 | 4145 | 11.50 | 9.25 | C | Pin | 1600 | .... | Ele |
| Superior...............MA-8 | M | TC | 8-4½x5¾ | 732 | 150-1800 | 126-1800 | 11.8 | 4 | 360- 700 | 675 | 76 | 25.4 | 533-1200 | 3200 | VI | 1.87-.432 | 1.50-.483 | 8B | 39AB | 39BB | 8A | AL | 6.68 | 5 | 5.25 | 4145 | 11.50 | 9.25 | C | Pin | 1600 | .... | Ele |
| Superior...............MD-6 | M | TC | 6-5½x7 | 998 | 170-1500 | 133-1400 | 11.8 | 4 | 360- 700 | 750 | 75 | 31.9 | 727-1000 | 4250 | VI | 2.25-.675 | 1.87-.620 | 8B | 39AB | 39BB | 8A | AL | 8.00 | 5 | 9.41 | 1040 | 14.25 | 18.13 | C | Pin | 1600 | .42 | Ele |
| Superior...............MD-8 | M | TC | 8-5½x7 | 1330 | 230-1500 | 176-1400 | 11.8 | 4 | 360- 700 | 750 | 75 | 30.1 | 985-1000 | 5300 | VI | 2.25 .675 | 1.87-.620 | 8B | 39AB | 39BB | 8A | AL | 8.00 | 5 | 9.41 | 1040 | 14.25 | 18.13 | C | Pin | 1600 | .42 | Ele |
| Waukesha-Hesselman..XBKH | T, Tr | DI | 4-3¾x4¾ | 210 | 42-2000 | 35-1500 | 6.25 | 4 | 125-1000 | 450 | 88 | 20.4 | 122-1200 | 715 | VI | 1.62-.375 | 1.25-.375 | 5B | 40AB | 40BB | 15A | CI | 4.56 | 4 | 3.80 | 1020 | 8.75 | 2.87 | O | Mul | 1200 | .56 | H,E |
| Waukesha-Hesselman...VBZH | T, Tr | DI | 4-4⅝x5¼ | 353 | 59-1600 | 55-1400 | 6.20 | 4 | 125-1000 | 450 | 88 | 16.7 | 230- 800 | 920 | VI | 1.75-.450 | 1.50-.450 | TC | 40AB | 40BB | 10A | CI | 5.96 | 4 | 6.00 | 1020 | 10.50 | 5.30 | O | Mul | 1200 | .58 | H,E |
| Waukesha-Hesselman..HBSH | M, I | DI | 4-5x6½ | 511 | 71-1200 | 65-1020 | 5.70 | 4 | 125-1000 | 450 | 96 | 28.9 | 338- 600 | 1875 | VI | 2.00-.580 | 1.75-.580 | 10A | 40AB | 40BB | 10A | CI | 8.18 | 4 | 12.25 | 1045 | 13.25 | 9.30 | O | Mul | 1200 | .56 | Ele |
| Waukesha-Hesselman..HBKH | M, I | DI | 4-6x6½ | 735 | 95-1200 | 88-1050 | 5.60 | 4 | 125-1000 | 450 | 90 | 21.6 | 453- 700 | 1900 | VI | 2.37-.580 | 1.75-.580 | 10A | 40AB | 40BB | 10A | CI | 8.18 | 4 | 15.80 | 1045 | 13.25 | 9.30 | O | Mul | 1200 | .56 | Ele |
| Waukesha-Hesselman..WBFH | Ind | DI | 4-6½x8 | 1062 | ........ | 112- 950 | 5.40 | 4 | 125-1000 | 450 | 88 | 28.6 | 662- 600 | 3200 | VI | 2.50-.570 | 2.25-.570 | TC | 45AB | 35BB | 10A | CI | 9.28 | 4 | 23.50 | 1045 | 18.00 | 17.40 | O | Mul | 1200 | .57 | E,G |
| Waukesha-Hesselman...6BKH | T, B | DI | 6-3¾x4¼ | 282 | 83-2800 | 59-1800 | 6.40 | 4 | 135-1000 | 450 | 92 | 12.7 | 174-1400 | 750 | VI | 1.62-.375 | 1.25-.375 | 5A | 47AB | 45BB | 10A | AL | 4.87 | 4 | 2.56 | 1045 | 8.00 | 2.56 | O | Mul | 1200 | .56 | H,E |
| Waukesha-Hesselman.6WALH | T, M, I | DI | 6-5¾x6½ | 1013 | 171-1800 | 156-1300 | 5.50 | 4 | 125-1000 | 450 | 94 | 20.5 | 685- 700 | 3200 | VI | 2.37-.656 | 2.00-.656 | TC | 40AB | 45BB | 10A | CI | 8.37 | 4 | 16.38 | 1045 | 13.25 | 12.00 | O | Mul | 1200 | .56 | E,G |
| Waukesha-Hesselman.6WAKH | T, M, I | DI | 6-6¼x6½ | 1299 | 202-1800 | 185-1300 | 5.50 | 4 | 125-1000 | 450 | 87 | 17.4 | 811- 700 | 3220 | VI | 2.37-.656 | 2.00-.656 | TC | 40AB | 45BB | 10A | CI | 8.37 | 4 | 18.37 | 1045 | 13.25 | 12.00 | O | Mul | 1200 | .56 | E,G |
| Waukesha-Hesselman...6ELH | R, I | DI | 6-6½x7 | 1395 | 170-1125 | 165-1050 | 5.60 | 4 | 125-1000 | 450 | 89 | 30.0 | 900- 550 | 4950 | VI | 2.50-.710 | 2.25-.710 | 5B | 40AB | 40BB | 5A | CI | 9.25 | 4 | 20.50 | 1045 | 15.37 | 19.00 | O | Mul | 1200 | .57 | E,G |
| Waukesha-Hesselman...6EKH | R, I | DI | 6-7x7 | 1616 | 196-1125 | 188-1050 | 5.50 | 4 | 125-1000 | 450 | 88 | 26.4 | 1030- 550 | 4975 | VI | 2.50-.710 | 2.25-.710 | 5B | 40AB | 40BB | 5A | CI | 9.25 | 4 | 24.75 | 1045 | 15.37 | 19.00 | O | Mul | 1200 | .57 | E,G |
| Waukesha-Hesselman...6NKH | M, R, I | DI | 6-7x8½ | 1962 | 225-1050 | 220- 950 | 5.40 | 4 | 125-1000 | 450 | 93 | 27.7 | 1345- 650 | 6100 | VI | 2.50-.710 | 2.25-.710 | 5B | 40AB | 40BB | 5A | CI | 9.25 | 4 | 24.75 | 1045 | 15.37 | 19.00 | O | Mul | 1200 | .53 | E,G |
| Waukesha-Hesselman...6LRH | M, I | DI | 6-8½x8½ | 2894 | 335-1050 | 300- 900 | 5.60 | 4 | 125-1000 | 450 | 91 | 26.5 | 1820- 600 | 7950 | VI | 3.25-.710 | 2.75-.710 | 8A | 40AB | 40BB | 10A | CI | 11.65 | 5 | 50.00 | 1045 | 20.87 | 28.50 | O | Mul | 1200 | .53 | E,G |
| Waukesha Comet........6D80 | T, B | TC | 6-3⅝x4½ | 279 | 78-2600 | 61-1800 | 17.00 | 4 | 450-1000 | 750 | 96 | 12.3 | 179-1600 | 750 | VI | 1.50-.437 | 1.25-.437 | 6B | 45AB | 45BB | 6A | AL | 5.12 | 5 | 3.43 | 1045 | 7.25 | 3.50 | O | Pin | 1500 | .54 | Ele |
| Waukesha Comet......6DB100 | T, B, M | TC | 6-4⅜x5⅛ | 462 | 100-2200 | 77-1500 | 17.00 | 4 | 450-1000 | 750 | 88 | 21.8 | 276-1200 | 1675 | VI | 1.62-.540 | 1.37-.540 | 6B | 45AB | 45BB | 6A | AL | 6.25 | 5 | 5.62 | 3140 | 11.75 | 5.10 | O | Pin | 1500 | .53 | Ele |
| Waukesha Comet......6DB140 | T, B, M | TC | 6-5x5½ | 648 | 136-2000 | 114-1500 | 17.00 | 4 | 450-1000 | 750 | 93 | 19.0 | 411-1100 | 2165 | VI | 2.00-.540 | 1.50-.540 | TC | 47AB | 45BB | 6A | AL | 6.50 | 5 | 7.80 | 3140 | 11.75 | 8.50 | O | Pin | 1500 | .51 | Ele |

## ABBREVIATIONS

‡—Exhaust only
†—Less generator, starter, fan, water and exhaust manifold
*—With all accessories needed for normal operation
°—Data for marine engines
(1)—Also built with 6 cylinders
(2)—Also built with 1, 2, 3 and 4 cylinders
(3)—Also built with 4 and 6 cylinders
(4)—Also built with 4 cylinders
(x)—For starting only, gasoline and spark ignition
(a)—Two exhaust valves per cylinder
**A**—After top center
**A**—Air (starting method)
**AB**—After bottom center
**AC**—Air chamber
**AE**—Air or electric
**AL**—Aluminum alloy
**Als**—Aluminum alloy—steel strut
(b)—Two rows of $\frac{3}{16}$ diam. holes—64 total in cylinder liner
**B**—Before top center
**B**—Buses
**BB**—Before bottom center
(c)—Up to 20,000 lbs. per sq. in.
**C**—Cars
**C**—Closed (valv type)
**CI**—Cast iron
**CMS**—Chrome molybdenum steel
**CNM**—Chrome nickel molybdenum
**DI**—Direct injection
**E, G**—Electric or gas engine
**Ele**—Electric
**H**—Hand
**H, E**—Hand or electric
**I**—Industrial
**M**—Marine
**Mul**—Multiple
**NI**—Nickel iron
**O**—Open
**PC**—Precombustion chamber
**PI**—Pearlitic malleable iron
**Pin**—Pintle
**Pu**—Power unit
**R**—Rail cars
**Sin**—Single
**Sta**—Stationary
**T**—Trucks
**TC**—Top center
**TC**—Turbulence chamber
**TCI**—Tin plated cast iron
**Tr**—Tractors
**VI**—Vertically in-head

# EXPORTS

## Value of Leading U. S. Automotive Exports*

| | |
|---|---|
| Passenger Cars | $104,628,982 |
| Passenger Cars, Used | 842,083 |
| Trucks, Buses and Chassis | 74,451,986 |
| Trucks and Buses, Used | 73,993 |
| Trailers | 1,021,364 |
| Engines, for Assembly: | |
| Truck and Bus | 122,755.6 |
| Passenger Car | 3,160,057 |
| Engines for Replacement | 190,139 |
| Parts for Assembly | 46,473,076 |
| Parts for Replacement | 37,778,147 |
| Truck and Bus Casings | 5,513,154 |
| Other Automobile Casings | 7,732,680 |
| Inner Tubes | 1,688,678 |
| Solid Tires | 173,164 |
| Tire Sundries and Repair Materials | 770,895 |
| Storage Batteries | 1,698,083 |
| Battery Chargers | 237,694 |
| Portable Electric Tools | 1,382,303 |
| Motorcycles | 989,076 |
| Motorcycle Parts and Accessories | 308,902 |
| Aeronautical Products | 68,700,366 |
| Total | $360,569,948 |
| CANADIAN | |
| Cars | $ 15,311,201 |
| Trucks | 6,924,273 |
| Parts and Accessories | 2,679,265 |
| Tires and Tubes | 7,904,552 |
| Total | $ 32,819,291 |
| Grand Total Exports of American Manufacture | $393,389,239 |

* Automotive-Aeronautics Division, Bureau of Foreign and Domestic Commerce.

## Leading Automotive Export Markets—1938

*U. S. Factory Shipments only—does not include Canadian Exports*

### Passenger Cars and Chassis

| Country of Destination | Value | Units |
|---|---|---|
| Union or South Africa | $14,213,361 | 23,373 |
| Argentina | 10,108,823 | 18,727 |
| Canada | 8,673,633 | 12,057 |
| Sweden | 8,285,800 | 13,986 |
| Belgium | 6,833,082 | 11,175 |
| Australia | 6,706,427 | 16,423 |
| Brazil | 3,891,126 | 6,523 |
| United Kingdom | 3,289,530 | 4,243 |
| Hawaii | 2,868,340 | 3,964 |
| Venezuela | 2,204,298 | 3,088 |
| Philippine Islands | 2,088,005 | 2,815 |
| Mexico | 2,080,356 | 2,845 |
| Cuba | 2,071,449 | 2,702 |
| Egypt | 2,063,723 | 2,793 |
| British India | 1,809,823 | 2,861 |
| Colombia | 1,681,217 | 2,142 |
| Norway | 1,615,852 | 2,402 |
| New Zealand | 1,544,022 | 2,362 |
| Netherlands | 1,266,948 | 1,631 |
| Puerto Rico | 1,258,275 | 1,673 |
| Total | $84,554,090 | 137,785 |
| Total All Countries | $104,628,982 | 167,693 |

### Trucks, Buses and Chassis

| Country or Destination | Value | Units |
|---|---|---|
| Argentina | $3,855,674 | 7,792 |
| Canada | 3,711,148 | 2,527 |
| Venezuela | 3,708,316 | 4,622 |
| France | 3,503,596 | 3,419 |
| Hong Kong | 3,312,967 | 5,706 |
| Union of South Africa | 3,028,054 | 5,769 |
| Belgium | 2,660,777 | 6,120 |
| Sweden | 2,609,809 | 5,652 |
| China | 2,591,417 | 4,455 |
| Australia | 2,545,684 | 4,962 |
| Brazil | 2,541,508 | 4,580 |
| British India | 2,350,725 | 5,682 |
| Japan | 2,091,237 | 5,802 |
| Spain | 1,927,073 | 2,498 |
| Colombia | 1,912,395 | 2,451 |
| Philippine Islands | 1,782,481 | 2,274 |
| Norway | 1,674,486 | 2,867 |
| Iran | 1,485,485 | 894 |
| Kwantung | 1,399,490 | 2,188 |
| Peru | 1,391,601 | 1,895 |
| Total | $50,083,923 | 82,155 |
| Total All Countries | $74,451,986 | 117,943 |

## American Passenger Car Exports—1938*

| COUNTRIES | Not over $850 | | Over $850, not over $1200 | | Over $1200, not over $2000 | | Over $2000 | | Total 1938 Passenger Cars | | Total 1937 Passenger Cars | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | No. | Dollars | No. | Dollars | No. | Dollars | No. | Dollars | No. | Dollars | No. | Dollars |
| Europe | 39,388 | $22,210,082 | 5,516 | $5,343,944 | 757 | $1,170,344 | 252 | $614,930 | 45$913 | $29,339,300 | 58,222 | $35,988,255 |
| North America | 16,251 | 10,329,191 | 3,328 | 3,200,963 | 721 | 1,042,112 | 127 | 352,241 | 20,427 | 14,924,507 | 32,146 | 22,226,633 |
| South America | 30,384 | 16,670,344 | 3,291 | 3,185,965 | 387 | 561,101 | 104 | 223,708 | 34,166 | 20,641,118 | 42,035 | 23,972,824 |
| Asia | 11,878 | 6,985,288 | 1,636 | 1,584,569 | 233 | 344,539 | 52 | 145,113 | 13,799 | 9,059,509 | 24,857 | 14,942,902 |
| Oceania | 18,179 | 7,660,483 | 575 | 523,891 | 45 | 66,737 | 6 | 14,573 | 18,805 | 8,265,684 | 26,656 | 11,097,696 |
| Africa | 25,201 | 14,470,764 | 3,031 | 2,910,752 | 213 | 315,608 | 57 | 215,969 | 28,502 | 17,913,093 | 45,570 | 26,586,415 |
| Total | 141,281 | $78,326,152 | 17,377 | $16,750,084 | 2,356 | $3,500,441 | 598 | $1,566,534 | 161,612 | $100,143,211 | 229,486 | $134,814,725 |
| Alaska | | | | | | | | | 417 | 340,770 | 400 | 319,625 |
| Hawaii | 3,478 | 2,384,954 | 430 | 397,448 | 49 | 70,043 | 7 | 15,895 | 3,964 | 2,868,340 | 4,951 | 3,440,206 |
| Puerto Rico | 1,298 | 887,093 | 348 | 329,636 | 26 | 39,404 | 1 | 2,142 | 1,673 | 1,258,275 | 2,813 | 2,017,499 |
| Virgin Islands | 23 | 14,856 | 4 | 3,530 | | | | | 27 | 18,386 | 69 | 46,148 |
| Grand Total | 146,080 | $81,613,055 | 18,159 | $17,480,698 | 2,431 | $3,609,888 | 606 | $1,584,571 | 167,693 | $104,628,982 | 237,719 | $140,638,203 |

* Automotive Division. Bureau of Foreign and Domestic Commerce.

## American Truck Exports—1938*

| COUNTRIES | Under 1 Ton | | 1 Ton and not over 1½ Tons | | Over 1½ Tons and not over 2½ Tons | | Over 2½ Tons | | Bus Chassis | | Total 1938 Trucks, Buses and Chassis | | Total 1937 Trucks and Buses | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | No. | Dollars | No. | Dollars | No. | Dollars | No. | Dollars | No. | Dollars | No. | Dollars | No. | Dollars |
| Europe | 3,975 | $1,415,845 | 23,214 | $12,086,952 | 3,618 | $2,865,009 | 2,631 | $4,312,993 | 843 | $591,972 | 34,281 | $21,272,771 | 45,981 | $30,593,502 |
| North America | 1,457 | 790,033 | 4,214 | 2,688,483 | 1,171 | 1,143,504 | 1,075 | 2,846,177 | 67 | 116,780 | 7,984 | 7,584,977 | 15,865 | 12,919,353 |
| South America | 3,607 | 1,531,930 | 17,103 | 10,278,971 | 1,984 | 1,775,186 | 856 | 1,483,395 | 208 | 141,320 | 23,758 | 15,210,802 | 32,457 | 19,040,365 |
| Asia | 2,015 | 799,986 | 25,481 | 12,630,033 | 2,902 | 2,106,088 | 577 | 1,972,741 | 78 | 289,103 | 31,053 | 17,797,951 | 37,457 | 19,829,522 |
| Oceania | 2,000 | 810,821 | 3,025 | 1,585,569 | 857 | 700,177 | 126 | 207,292 | 11 | 15,508 | 6,019 | 3,319,367 | 9,349 | 4,718,291 |
| Africa | 4,098 | 1,796,316 | 6,871 | 3,604,988 | 1,031 | 826,087 | 470 | 675,639 | 30 | 28,032 | 12,500 | 6,931,062 | 24,601 | 13,004,439 |
| TOTAL | 17,152 | $7,144,931 | 79,908 | $42,874,996 | 11,563 | $9,416,051 | 5,735 | $11,498,237 | 1,237 | $1,182,715 | 115,595 | $72,116,930 | 165,710 | $100,105,472 |
| Alaska | | | | | | | | | | | 267 | 271,740 | 350 | 315,150 |
| Hawaii | 438 | 262,670 | 395 | 288,943 | 98 | 112,703 | 118 | 589,529 | 1 | 4,050 | 1,050 | 1,257,895 | 1,788 | 1,607,772 |
| Puerto Rico | 186 | 103,133 | 569 | 403,398 | 233 | 227,542 | 20 | 55,213 | | | 1,008 | 789,286 | 1,166 | 821,368 |
| Virgin Islands | 4 | 2,414 | 18 | 11,725 | 1 | 1,996 | | | | | 23 | 16,135 | 62 | 40,177 |
| GRAND TOTAL | 17,780 | $7,513,148 | 80,890 | $43,579,062 | 11,895 | $9,758,292 | 5,873 | $12,142,979 | 1,238 | $1,186,765 | 117,943 | $74,451,986 | 169,076 | $102,889,939 |

*Automotive Division, Bureau of Foreign and Domestic Commerce.

Published Weekly
Founded 1895

# AUTOMOTIVE INDUSTRIES

Vol. 80, No. 8
February 25, 1939

## Production Upturn Expected in March

### Week's Output Estimated at About 78,000 Units

Month-end adjustment of production schedules and work stoppage resulting from the factional dispute within the United Automobile Workers Union combined to bring about a reduction in the output of cars and trucks during the week ending Feb. 25.

Car and truck production for the week is estimated as somewhere between 76,000 and 78,000 units, a drop of several thousand from the preceding week and probably the lowest total for any week in the month. February production to date has totaled approximately 285,000 cars and trucks which places the month well ahead of 1938 when 202,597 cars and trucks were turned out during the entire month. With two days still to go, representing half a week in most plants, the February total this year should be well over 300,000 units although probably lower than 330,000, originally projected.

An upturn in productive rate is confidently expected during March although the usual seasonal step-up in sales will have to be evident before that occurs as all manufacturers are continuing to base their production schedules on orders received from the dealer organization. The industry probably will begin March at a slightly lower level than that in effect at the beginning of February with succeed-

(*Turn to page 266, please*)

## Goodrich Reports 1938 Profit of $2,240,119

Consolidated net profit of the B. F. Goodrich Co. for 1938 amounted to $2,240,119 after all charges and provisions for federal income taxes, according to the preliminary statement.

After provision for the year's dividend requirements on the company's $5 cumulative preferred stock, these earnings were equivalent to 14 cents a share on the company's 1,314,296 shares of common stock outstanding and compared with a consolidated net loss of $878,580 in 1937. The company reported a net los of $209,551 for the six months ended June 30, 1938.

### Automotive Industries

*Summary of Automotive Production Activity*
*(Week Ending Feb. 25)*

**BUSES** Major upward revisions in production schedules do not appear to be the prospect for the immediate future. Vaguely encouraging are persistent rumors that some big orders are soon due to materialize.

**TRUCKS** While one large producer takes the view that "anything is likely to happen to change the picture," consensus seems to be that the outlook for 1939 is reasonably good. There are a few reports of slight increases in production.

**TRACTORS** No change. Typical manufacturer view is "there are so many factors which may influence farm prices that a forecast for 1939 is difficult."

**AUTOMOBILES** Production dropped several thousand from the preceding week to aggregate approximately 78,000 units. March is expected to bring an upturn in output rate.

**MARINE ENGINES** No new activity to brighten the outlook in this field.

**AIRCRAFT ENGINES** Orders show gains in spite of peak production by large and small companies. Several companies report slightly increased demand for experimental engineers to handle larger volume of development work.

*This summary is based on confidential information of current actual production rates from leading producers in each field covered. Staff members in Detroit, Chicago, New York and Philadelphia collect the basic information, in all cases from official factory sources.*



## Government Seeking $1,053,474 "Damages" from 18 Tire Makers

### *Department of Justice Files Suit Charging Price Fixing Conspiracy in Identical Bids*

Instituting an ambitious campaign to break up a practice followed by numerous industries, the Department of Justice for some undisclosed reason singled out the automobile tire industry to file a triple damage suit charging that identical bids submitted to the Government create a presumption of a combination to fix prices. This suit is the first of the kind ever entered by the Federal Government. It is a civil action taken under Sec. 7 of the Sherman anti-trust law.

Filed on Feb. 20 in the United States District Court for the Southern District of New York, the Department said this type of suit was selected because criminal action would not compensate the Government inasmuch as the fine recoverable would be only $5,000 because injunctive relief is inappropriate since the tire manufacturers no longer submit identical bids.

The amount of damages the Government is seeking from the 18 tire manufacturers named in its complaint is $1,053,474. This sum represents three times the difference between the prices paid by the Government during the purchasing period, April 1, 1938, to Sept. 30, 1938, after the so-called "conspiracy" had ceased and the higher prices during the three preceding six-month periods.

The fact that the suit was begun after tire manufacturers have ceased presenting like bids is one of the puzzling reasons why the tire industry was chosen for Government attack. The suggestion has been made that the Government feels it has a good case

(*Turn to page 258, please*)

# Rumors of Big Orders for Sheets Bolsters Steel Market Sentiment

***Competition Among Producers for Slice of New Automotive Business Will Be Unusually Sharp***

Steel producers continue in an expectant mood regarding flat rolled steel tonnage orders from automobile manufacturers. Market gossip persists that several good-sized commitments for automobile sheets are in the offing. Competition for a slice of this business is certain to be keen. The sharp contrast between the high rate at which Detroit district mills have been operating lately and the moderate pace in other steel-producing areas bids fair to make the battle for orders from automobile manufacturers more spirited than usual.

Since the change in the basing point system, Detroit quotations have been on a delivered basis, $2 a net ton higher than the f.o.b. quotations of Cleveland, Youngstown, Pittsburgh, and Chicago mills. This differential set-up has not affected the ability of Detroit producers to more than hold their own in their home market. Some fill-in business came out early this week at unchanged prices. While there is talk of producers planning to adjust prices of some products which, they contend, are underpriced, it is highly improbable that changes in the base prices of rolled flat steel products are contemplated.

Purchasing agents of automobile manufacturers apparently consider it good policy for the present to place orders more frequently rather than to anticipate requirements too far in advance. When it comes to cold rolled automobile sheets, however, they are compelled to make allowance for the time it takes for finishing operations, and sheets needed late in March and early in April have to be ordered now. Routine conditions prevail in the market for cold-finished carbon and alloy steel bars. Demand for bolts and nuts is fair. There is also some inquiry for manufacturing wire. Washington's Birthday is not considered a production holiday in the steel industry, but the mild recession in this week's employed ingot capacity, which the American Iron & Steel Institute reported at 53.7

*(Turn to page 273, please)*

## Yellow Truck Will Pay $1.75 Dividend April 3

Yellow Truck & Coach Co. has declared a quarterly dividend of $1.75 per share on the 7 per cent cumulative preferred stock, payable April 3, 1939, to stockholders of record March 13, 1939.

Net sales of company for the year ended Dec. 31, 1938, were $44,180,853. The preliminary consolidated net profit, subject to final audit, for the year ended Dec. 31, 1938, amounted to $514,983, after deducting provision for depreciation of $1,060,931 for plants and equipment and provision for Federal taxes on income of $15,224. The above compares with net sales of $73,451,555, and a net profit of $3,571,669 for the year ended Dec. 31, 1937.

## Houdaille Will Pay 62½ Cents Per Share

At a meeting held Feb. 16, 1939, the directors of Houdaille-Hershey Corp. declared the regular quarterly dividend of 62½ cents per share on its Class A No Par Value stock, payable April 1, 1939, to stockholders of record at the close of business on March 20, 1939.

## Studebaker Sales Rose 57 Per Cent in January

The Studebaker Corp. reports January factory sales of passenger cars and trucks of 4736 against 3010 in 1938, an increase of 57 per cent. January sales compared with 4992 units sold in December, the seasonal contraction amounting this year to 5.1 per cent. A year earlier the decline in January from December sales amounted to 36 per cent, 3010 units being sold in January against 4720 in December. Retail deliveries of passenger cars and trucks in the United States last month amounted to 3171 against 3035 a year ago.

## Early February Gains Reported by Buick

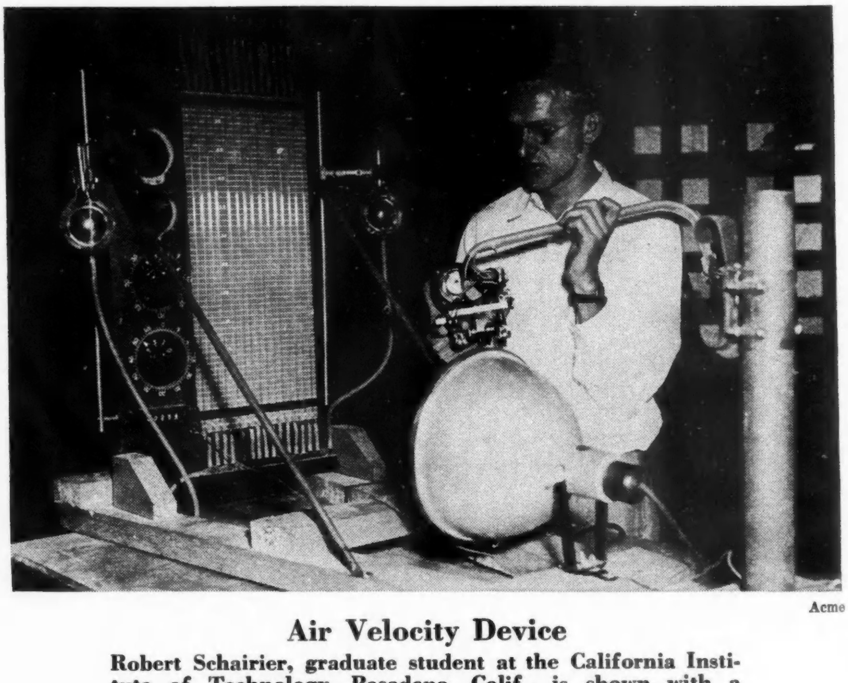
Domestic retail deliveries of Buick cars during the first 10 days of February totaled 3917 units, compared with 3626 in the first 10 days of January, a gain of 291 units or 8 per cent, and with 2860 in the corresponding February period last year, a gain of 1057 units or 37 per cent.

Used car stocks were reduced during the period with used car sales totalling 8688 against 7933 in the first January period and 8133 in the corresponding 10 days in February last year.

## 40 Years Ago

In Belgium a company has been formed for the purpose of establishing on all the principal high roads of Europe electric power stations, or electric posting stations for motor tourists. At each station there is to be a bar and restaurant, and a repair shop, which will be in charge of expert mechanics. Storage batteries can be recharged "while you wait," and medical attendance will be on hand in case of accidents.

From *The Horseless Age*, February, 1899.



Acme

**Air Velocity Device**

**Robert Schairier, graduate student at the California Institute of Technology, Pasadena, Calif., is shown with a recording motor and arm which indicates the velocity of air as it travels over the surface of an airplane wing. The speed of the air is recorded on the instrument shown at the left.**

## Expect General Increase In Tire Prices by March 1

The tire price increase initiated Feb. 15 by Firestone Tire & Rubber Co., probably will become industry-wide before March 1. With crude rubber prices advancing steadily under refusal of the International Crude Rubber Regulations Committee to increase the crude rubber export quota for the second quarter of 1939, and with observers seeing a strong possibility of 18 or 20-cent rubber by mid-summer, practically all tire manufacturers will follow the Firestone lead on retail price lists. Caught off-guard by Firestone's quick action following the crude rubber committee's action in Amsterdam Feb. 14, other manufacturers hurriedly began revamping their lists. General Tire & Rubber Co. and United States Rubber Co. announced their new prices Feb. 20.

The increases average 1 to 6 per cent on most passenger car tire sizes and 1 to 7 per cent on all truck tire sizes. No change has been made as yet in original equipment prices.

Speculative buying already has entered the crude rubber market and this, observers say, will accelerate the upward price trend. World stocks are low and will shrink considerably under a continuance of the 50 per cent quota.

Not since 1937 have tire prices moved upward. Due to rapidly rising crude prices, there were two 6 per cent tire price increases in the first quarter of 1937, and a 2 per cent upward adjustment in November.

## Passenger Car and Truck Production

*(U. S. and Canada)*

| | January, 1939 | December, 1938 | January 1938 |
|---|---|---|---|
| Passenger Cars—U. S. and Canada | | | |
| Domestic Market—U. S. | 263,232 | 305,900 | 130,273 |
| Foreign Market—U. S. | 16,808 | 20,106 | 25,232 |
| Canada | 11,404 | 15,518 | 13,385 |
| Total | 291,444 | 341,524 | 168,890 |
| Trucks—U. S. and Canada | | | |
| Domestic Market—U. S. | 48,155 | 48,252 | 35,491 |
| Foreign Market—U. S. | 10,957 | 14,088 | 18,532 |
| Canada | 3,390 | 3,152 | 4,239 |
| Total | 62,502 | 65,492 | 58.262 |
| Total—Domestic Market—U. S. | 311,387 | 354,152 | 165,764 |
| Total—Foreign Market—U. S. | 27,765 | 34,194 | 43,764 |
| Total—Canada | 14,794 | 18,670 | 17,624 |
| Total—Cars and Trucks—U. S. and Canada | 353,946 | 407,016 | 227,152 |

# Automotive Progress on Parade At the Golden Gate Exposition

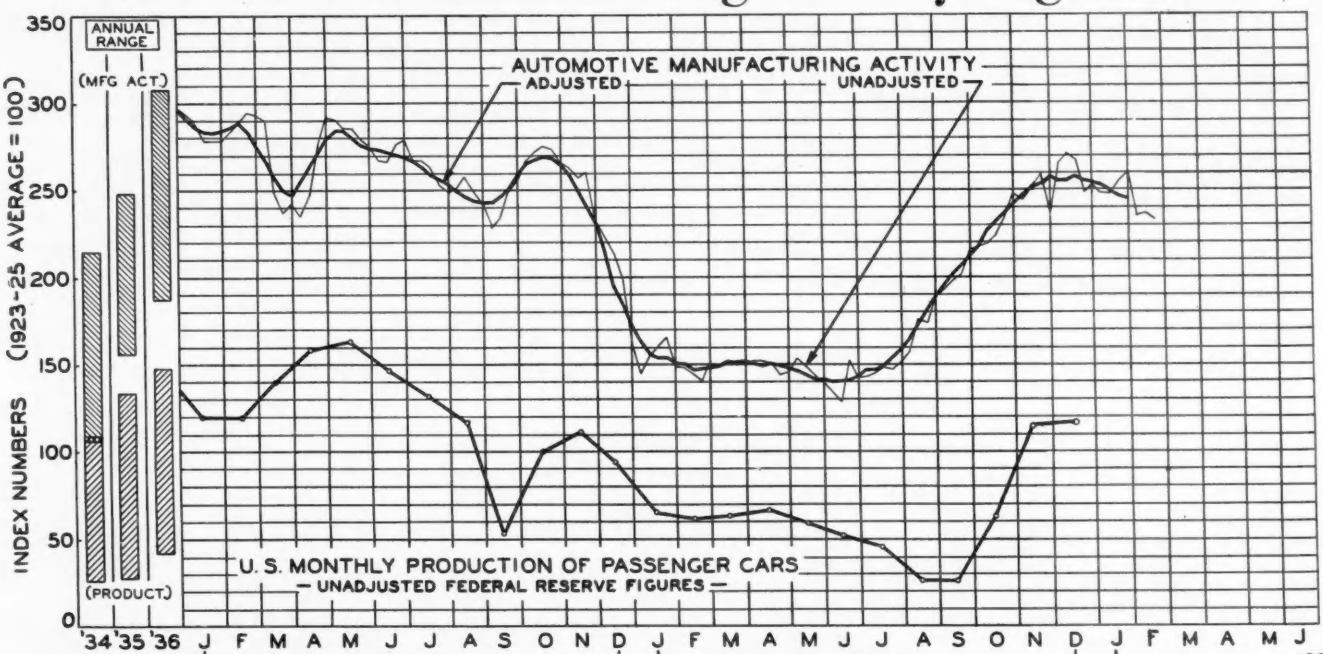
### *Advances Made by Industry in Past Ten Years Are Shown by Elaborate Exhibits*

Progress of the past decade is the theme of exhibits by automotive groups who are displaying at Golden Gate International Exposition. Ford Motor Co. built their own building on the Court of Pacifica. Chrysler Corp., General Motors along with the petroleum groups are in the unique Vacationland Building.

The Ford exhibit, largest in point of size, gives a dramatic presentation of the scope of the Ford industry. A "Fountain of Western Products" is the title of the exhibit in a horse-shoe shaped entrance hall opening off the court. The fountain displays the raw materials contributed by the Western States. These include sillimanite, copper, silver, lead, wood, petroleum, cattle,

*(Turn to page 270, please)*

# Automotive Manufacturing Activity Sags to 233




Manufacturing activity sagged again during the week ended Feb. 18, as indicated above by the light line tracing the path of the unadjusted index. The new mark of 233 falls four points below that registered the preceding week. Downward trend of the adjusted index persists and the heavy black line now touches 245, two points below the last recording. However, as pointed out in the production review on page 251 of this issue, an upturn in productive rate is confidently expected during March.


ACCURATE SHEARING ACCURATE FORMING
Parts just naturally go together • • • • •
when sheared on a Cincinnati All-Steel
Shear • • • • • or formed on a Cincinnati
All-Steel Press Brake. • • • • • • • • • • •
THE CINCINNATI SHAPER COMPANY, CINCINNATI, OHIO
SHAPERS • SHEARS • BRAKES

# Industrial Activity Continues At Steady Pace; Fisher's Index, 79.7

***An Exclusive and Regular Weekly Feature Written by the Guarantee Trust Co., N. Y.***

Apparent general steadiness was the dominant feature of industrial activity last week. For the preceding week, ended Feb. 11, the *Journal of Commerce* index advanced to 85.4 from 84.9, as compared with 68.9 a year ago.

A pronounced increase in retail sales last week was reported by Dun & Bradstreet, registering an estimated margin of 3 to 6 per cent above the comparable 1938 level. Department store sales in the week ended Feb. 11, according to data compiled by the Board of Governors of the Federal Reserve System, were only 2 per cent below the corresponding 1938 turnover, as against a comparable 6 per cent margin for the preceding week.

A further decline in the output of electricity by the light and power industry in the week ended Feb. 11 continued the usual seasonal trend; but the margin of this year's output above last year's comparable levels was raised to 10.5 per cent as against 9.8 per cent in the preceding week.

Railway freight loadings in the same week numbered 579,918 cars, as compared with 576,790 cars in the week before, and exceeded the loadings a year ago by 6.8 per cent.

Average production of crude oil in the week ended Feb. 11, was estimated at 3,283,700 barrels. The drop of 158,250 barrels from the average in the preceding week was a reflection of the resumption of a five-day production week in Texas. Current daily requirements, as computed by the U. S. Department of the Interior, are 3,220,000 barrels.

The average daily production of bituminous coal in the same period advanced to 1,424,000 tons, as compared with 1,346,000 tons in the preceding week and 1,125,000 tons a year ago.

Engineering construction awards in the week ended Feb. 16, totaled $42,410,000, as against $41,534,000 in the preceding week, according to *Engineering News-Record.* For the year to date awards are 30 per cent above the initial seven-week total last year.

Reported lumber production, shipments, and new orders declined in the week ended Feb. 11. As now estimated by the Department of Commerce, the national consumption of lumber in the first quarter of the year will exceed by 20 per cent the comparable use in 1938.

The seasonal slackening of cotton-mill activity in the week ended Feb. 11, was reflected in the unchanged index of the *New York Times.* The present level of 117.8 compares with 88.7 a year ago.

Professor Fisher's index of wholesale prices for the week ended Feb. 18 stands at 79.7, as against 79.5 for the week before and 79.8 for each of the three weeks preceding.

Reserves of member banks of the Federal Reserve System, continuing the decline recorded in recent weeks, dropped $310,653,000 in the week ended Feb. 15. The decline of $290,000,000 in estimated excess reserves brought the total to $3,170,000,000. A reduction of $2,335,000 in bills discounted by the Federal Reserve banks canceled nearly all the gain recorded in the preceding week.

## GM-Cornell Index Moves Down to 60.7

The General Motors-Cornell World Price Index of 40 basic commodities for the week ended Feb. 11 was 60.7, compared with 60.9 for the previous week. The United States index in gold increased 0.6 point to 62.9.

## Pontiac Sales Up 64.3% in January

Retail deliveries of new Pontiac cars throughout the United States for the month of January were 10,360, an increase of 64.3 per cent over the 6304 sales of January, 1938, and a decrease of 27.7 per cent from the December figures of 14,335.

New car inventories in dealers' hands Jan. 31, were at 23,009 which is 25.9 per cent less than they were one year ago.

Sales of used cars increased steadily throughout January finishing strongly with a total of 23,797 which is an increase of 13 per cent over December and within 4.4 per cent of January, 1938, at which time intensive campaigns were under way everywhere in an effort to break the used car jam.

Used car inventories on Jan. 31 were 29,644, an increase of only 71 cars over the twentieth of the month and 25 per cent less than the high 39,357 figure of Jan. 31, 1938.

## Thomas Truck Buys Wm. H. Sippel Corp.

Announcement has been made by J. F. Thomas, president and general manager of the Thomas Truck & Caster Co., Keokuk, Iowa, that his firm has purchased the business of the Wm. H. Sippel Corp., South Bend, Ind., manufacturers since 1925 of truck casters, floor trucks, industrial trailers, and skid platforms. The Sippel products will be combined with the Thomas line of casters and trucks, and all production carried on in the Keokuk plant.

## Atlas Acquires Control Of Thornburg Diesel

Atlas Imperial Diesel Engine Co. has announced the consummation of negotiations through which it has acquired controlling interest in the further development and manufacture of "America's smallest Diesel engines."

A new company, Atlas-Thornburg Diesel Engines, Inc., has been organized to take over the assets of Thornburg-Diesel Engines, Inc., which developed and formerly manufactured the engines in a small way in North Kansas City, Mo. Atlas Imperial has acquired 51 per cent of the stock of the new corporation, the remaining 49 per cent having been distributed to stockholders of Thornburg Diesel. It is pointed out by P. H. Kilberry, president of Atlas, that this minority stock is subject to repurchase by Atlas-Thornburg at any time within three years.

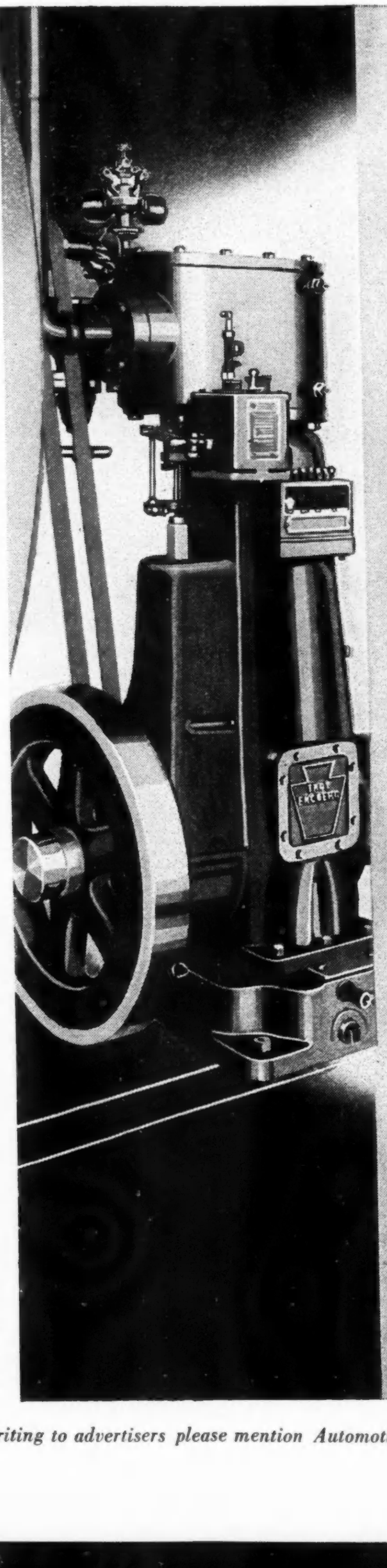
The machinery, fixtures, jigs, inventory and other physical assets acquired from Thornburg are being moved to the Atlas plant at Matoon, Ill., where the small engines will be built. Distribution of the engines will be through subsidiaries and factory-controlled branches of Atlas Imperial, supplemented by a dealer organization to be developed in the United States and foreign countries.

## Harry A. House

Harry A. House, mechanical engineer and inventor of the first automobile in England, died recently at his home in Buffalo, N. Y. He was 73 years old. He had been vice-consul for the United States at Southampton for seven years.

Born in Bridgeport, Conn., he accompanied his father, Harry A. House, Sr., also an inventor, to England in 1889. Both first worked on a flying machine and became friends of the Wright brothers who called on them to inspect their work.

The father returned to Connecticut but the son remained in England and designed and built a horseless carriage, which was steam driven with a kerosene-burning engine and smokestack. It attained a speed of 30 miles an hour. Mr. House obtained patents and the first automobile license in England.



# GM Dealer Case Hearings Again Postponed, Now Set for March 1

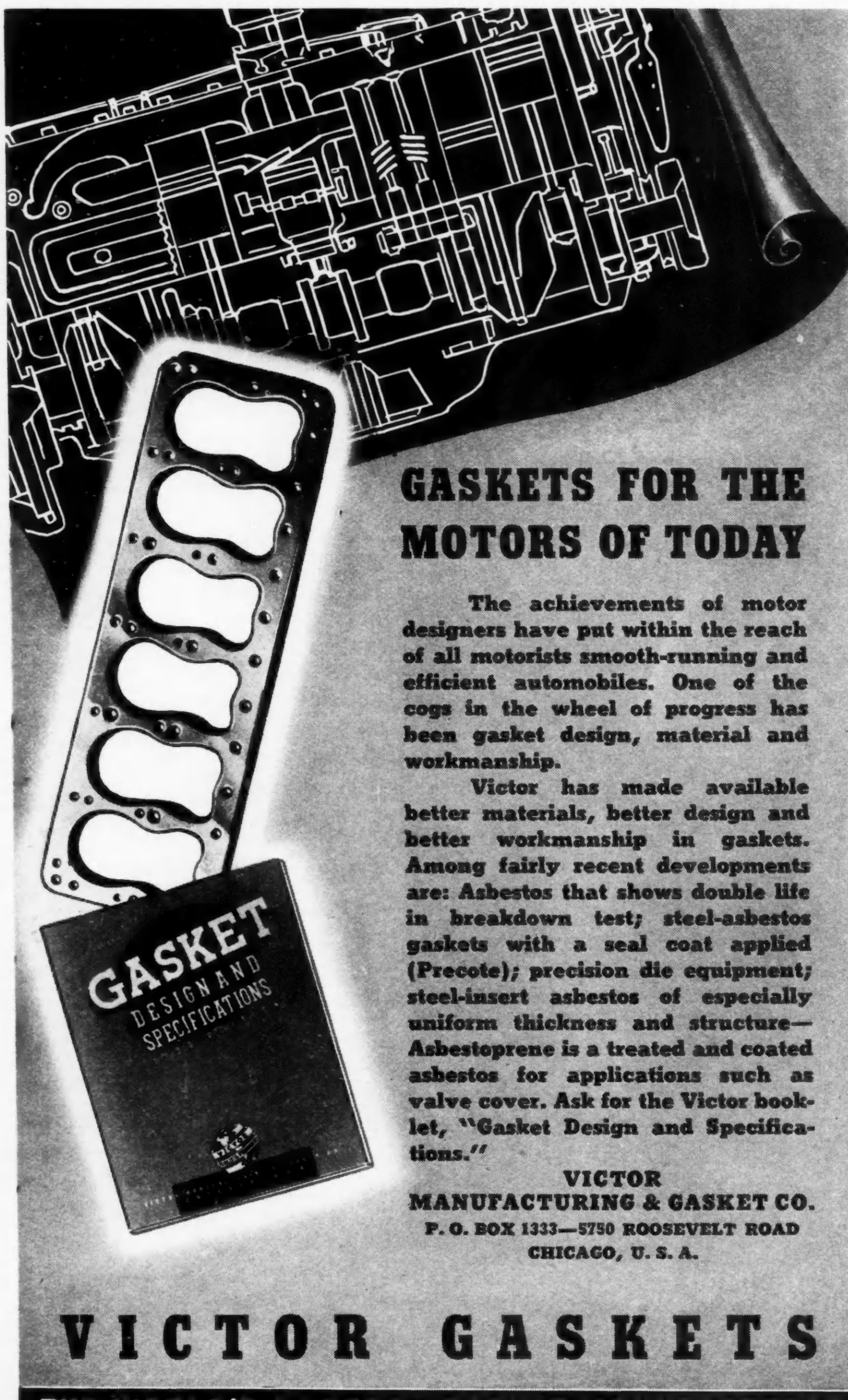
***Ourselves and Government—A Check List Of Federal Action Corrected to Feb. 16***

### FEDERAL TRADE COMMISSION

VS. GENERAL MOTORS. Hearings which were resumed Feb. 15 at Albany, N. Y., and which were scheduled to be moved to Boston on Feb. 23 have been postponed to March 1.. The case, identified as the exclusive dealing case, involves the complaint that GM dealers allegedly are required to handle GM parts exclusively.

FOB PRICE CASE. Date for GM hearings in Detroit has been postponed from Feb. 21 to March 7. Hearings also due in the Ford case but date has not been set. It had previously been scheduled for Jan. 25 but cancelled. The FTC is expected to close the Ford case immediately after the hearings. Both Ford and GM cases involve the FTC allegation that price advertising was misleading.

VS. UNITED STATES RUBBER CO. Respondents have asked for additional time to reply to the complaint and the FCC has further extended the time for filing from March 1 to March 4. The FTC alleged unlawful price discrimination in the sale of tires in violation of the Robinson-Patman Act. Also involved is the United States Tire Dealers Corp. of New York, a subsidiary.




### CIVIL AERONAUTICS AUTHORITY

PURDUE UNIVERSITY, the first of 13 schools selected by the CAA to participate in the $100,000 NYA flight training program, has enrolled 50 students and classes are under way. Contracts have been let for instruction at five other universities and bids on the remaining seven will be opened Feb. 20. This is the test phase of a program which, if Congress aproves, will result in the annual training of approximately 20,000 student pilots.

### TEMPORARY NATIONAL ECONOMIC COMMITTEE

FTC phase of the monopoly investigation will open with public hearings beginning Feb. 28 and lasting about two weeks. The steel, farm machinery, rubber and sulfur industries, together with six others, all in the food field, will be considered by the FTC.

## Government Suit

(*Continued from page* 251)

against the tire industry and that, thinking it will be successful in court, it will serve as a warning to other industries to stop the practice of submitting identical bids. Among such industries are steel, machinery, cement, lumber, electrical appliances, and many others. For the most part identical bidding is inherent in the nature of the pricing system of these industries. Quoting on a delivered price basis, the greater number of them, steel being a conspicuous example, use a multiple basing point system, and arrive at bids simply by quoting the price at the basing point nearest the source of delivery plus the freight.

"Bids identical to the last penny are not normally the result of identical cost of manufacture, identical marketing cost, and identical profit percentages independently arrived at," the Department statement said in summarizing its position.

It said that in the tire case the evidence of conspiracy consists of the submission by the 18 companies of four sets of bids on automobile tires that were identical to the penny in each in-

stance on 82 or more different sizes of tires.

The defendants are:

The Cooper Corp., The Dayton Rubber Mfg. Co., Dunlop Tire & Rubber Corp., The Falls Rubber Co., The Firestone Tire & Rubber Co., The Fisk Rubber Corp., The General Tire & Rubber Co., The B. F. Goodrich Co., The Goodyear Tire & Rubber Co., Inc., The Kelly-Springfield Tire Co., Lee Tire & Rubber Co. of N. Y., Inc., The Mohawk Rubber Co. of N. Y., Inc., The Norwalk Tire & Rubber Co., Pennsylvania Rubber Co., F. G. Schenuit Rubber Co., The Seiberling Rubber Co., United States Rubber Products, Inc., and U. S. Tire Dealers Corp.

## Monthly Motor Vehicle Production (U. S. and Canada)

| | PASSENGER CARS | | TRUCKS | | TOTAL MOTOR VEHICLES | |
|---|---|---|---|---|---|---|
| | 1939 | 1938 | 1939 | 1938 | 1939 | 1938 |
| January | 291,444 | 168,890 | 62,502 | 58,262 | 353,946 | 227,152 |
| February | ....... | 151,133 | ....... | 51,464 | ....... | 202,597 |
| March | ....... | 186,341 | ....... | 52,256 | ....... | 238,597 |
| April | ....... | 190,111 | ....... | 48,018 | ....... | 238,129 |
| May | ....... | 168,599 | ....... | 41,575 | ....... | 210,174 |
| June | ....... | 147,545 | ....... | 41,857 | ....... | 189,402 |
| July | ....... | 112,114 | ....... | 38,336 | ....... | 150,450 |
| August | ....... | 61,687 | ....... | 35,259 | ....... | 96,946 |
| September | ....... | 69,449 | ....... | 20,174 | ....... | 89,623 |
| October | ....... | 192,906 | ....... | 22,380 | ....... | 215,286 |
| November | ....... | 335,767 | ....... | 54,638 | ....... | 390,405 |
| December | ....... | 341,524 | ....... | 65,492 | ....... | 407,016 |
| Total | ....... | 2,126,066 | ....... | 529,711 | ....... | 2,655,777 |



# Abstracts

## Sleeve Valves For Aircraft Engines

For aircraft engines the Burt-type single-sleeve valve has the advantages that it does away with the hot exhaust valve, thereby permitting of an increase in the compression ratio, and that it does away with a large number of "bits and pieces." Apparently the sleeve is not subject to either hot or cold corrosion, nor is it liable to suffer damage in case of operation on a weak (oxidizing) mixture. Such mixtures are used when maximum fuel economy is desired, and this point is therefor of great importance. Although it reduces the number of working parts to a minimum and eliminates the undesirable valve spring, it is more costly to produce than the poppet valve. But time and expense are saved in service, due to the fact that the sleeve valve needs no attention during the normal period between engine overhauls.

The Bristol Aeroplane and Engine Co. state that their sleeve-valve engines will run with a compression between one-half and one ratio higher than that of their poppet-valve models, on a fuel of given octane number, due to the elimination of the hot valve. However, these valves have a cooling medium in the stems only; the large American hollow-head valves do not run much above 1200 deg. Fahr. at full load, and they run at a much lower temperature at cruising power.

The Bristol sleeve-valve engine uses a forged aluminum cylinder barrel, with a sleeve of high-expansion steel, nitrided, and working directly in it. Liquid-cooled aircraft engines could have a similar arrangement, but because of the limitations of space in the case of in-line engines, would probably use a steel cylinder barrel. This would eliminate the need for a high-expansion steel, and a more normal steel could be used which could be hardened. —F. R. Banks in *I. A. E. Journal* for December.

## English Concern Adopts Direct Injection Design

In Automotive Industries of Oct. 8 last an illustrated description was given of a new Diesel engine of the direct injection type that had been introduced by the Associated Equipment Co., London, and offered as an optional type to buyers of A.E.C. buses and trucks. The alternative was the turbulence chamber type that alone had been made by this company for over 10 years, under Ricardo patents for a considerable proportion of that period.

It has now been decided to adopt the direct injection design in three sizes as standard; the other will be supplied only to special order.

The new unit, it is stated, was introduced originally in response to an insistent demand from operators for a reduced rate of fuel consumption; it effected a 10 per cent economy in comparison with the turbulence chamber variety, with nothing of importance but the cylinder head and piston design being varied.

The Associated Equipment Co. is one of the biggest truck and bus manufacturing concerns in England. Originally it was organized to build London's buses as a subsidiary of the London General Omnibus Co.; trucks were subsequently added to its products. When the London Transport Board took over the whole of the Metropolitan passenger transport—buses, underground railroads and tramcars—A.E.C. became dissociated with the bus operating interests, but has continued to supply a large number of gas, oil and trolley buses for London, as well as elsewhere, and a range of heavy duty trucks.

## GM Must Stand Trial In Anti-Trust Case

General Motors Corporation and its affiliated finance companies together with officials of those firms must stand trial in United States district court, South Bend, for alleged violation of the federal anti-trust laws. Federal Judge Thomas W. Slick has overruled a demurrer filed by General Motors and fellow defendants against an indictment returned last May by the federal grand jury in South Bend.

Two avenues remain open for General Motors and others named in the indictment. They may fight the case in court as they have indicated they would do or seek to reach a consent decree agreement with the federal government in which they would agree to cease practices of which they are accused.

The Ford Motor Company and the Chrysler Corporation along with their affiliated finance companies were also indicted last spring for similar alleged violations of the anti-trust laws. Both these firms and their co-defendants signed consent decrees with the federal government. These consent decrees, however, become null and void in the event General Motors successfully defends itself and is acquitted in court.



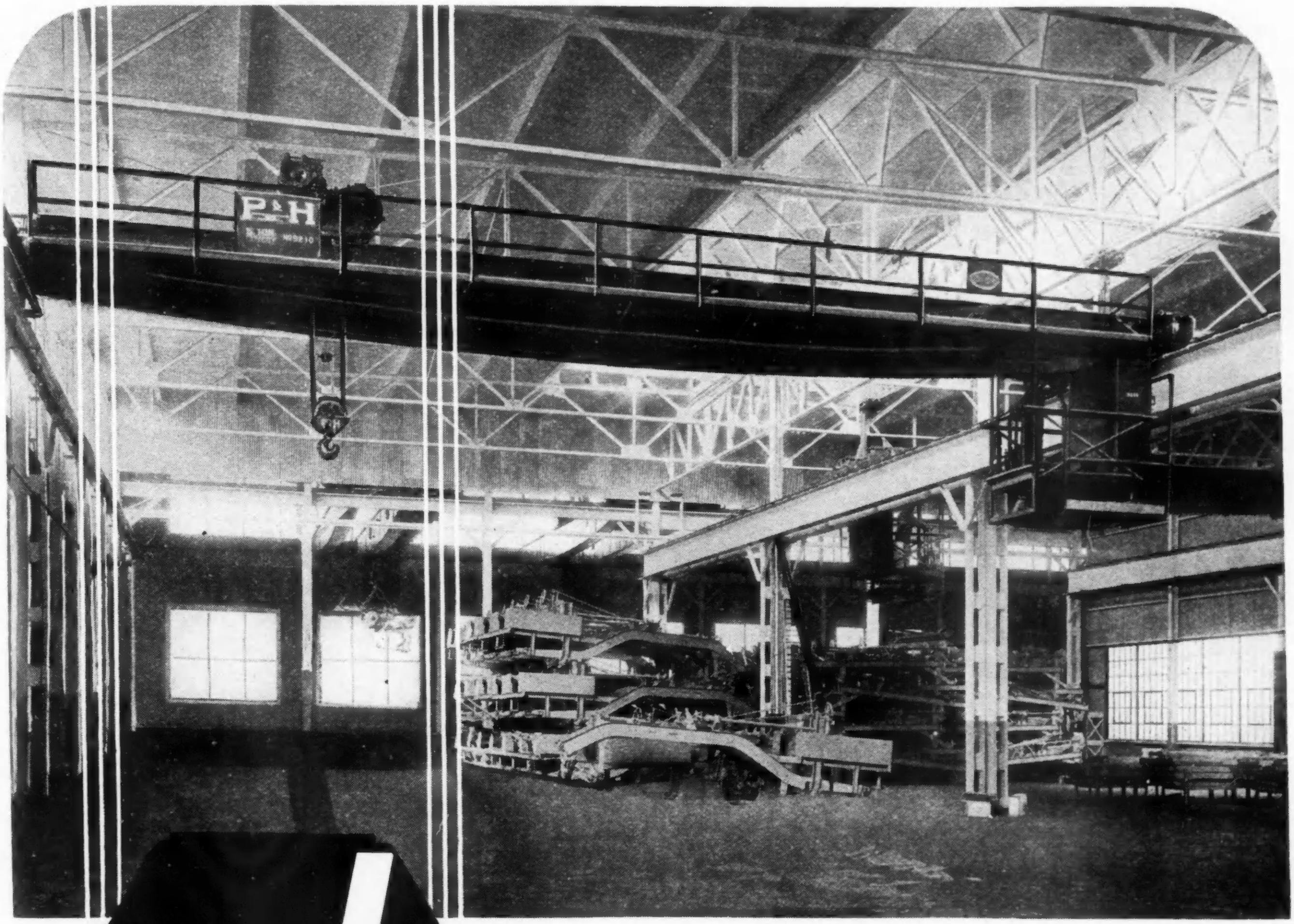
## Calendar

**Conventions and Meetings**

SAE National Aeronautic Meeting, Washington ............... March 16-17
American Foundrymen's Association, Forty-third Annual Convention, Cincinnati ............... May 15-18
SAE World Automotive Engineering Congress ............... May 22-June 8

**Shows at Home and Abroad**

Sixteenth International Automobile Exhibition, Geneva, Switzerland, March 3-12
A.S.T.E. Machine and Tool Progress Exhibition, Convention Hall, Detroit ............... March 14-18
Yugoslavia, Belgrade, Automobile Salon ............... April 1-8
Great Britain, London, Automobile Show ............... Oct. 12-21
Italy, Milan, Automobile Salon, Oct. 25 to Nov. 11
International Automobile, Motorcycle and Motor Boat Show, Budapest, Oct. 27 to Nov. 6
Great Britain, London, Commercial Automobile Transportation Show, Nov. 2-11
Great Britain, Glasgow, Scotch Automobile Show ............... Nov. 10-18



# Work at Plymouth Interrupted By Anti-Martin Faction Strike

### *Temporary Stoppage Resulted When Company Refused to Discriminate Between Two Groups*

First actual work stoppage to result from the inter-UAW factional fight took place at the Plymouth division of the Chrysler Corp. on Feb. 22, when the plant closed down at noon after members of the Plymouth local supporting the anti-Martin faction called a strike. To prevent trouble the management closed the plant which was followed by closing of the Briggs body plant supplying Plymouth bodies.

Approximately 28,000 workers were affected including 10,000 at Plymouth, 15,000 at Briggs and 3000 at Dodge working on Plymouth materials. The plant reopened on Feb. 23 with the announcement that it would be open for all men wishing to work. According to Plymouth officials enough men reported to permit operating one assembly line instead of the two normally operating.

The Plymouth local has been one of the storm centers of the UAW factional fight. Original officers, opposed to Martin, have been suspended by him and the local itself has divided into two factions. When the anti-Martin faction demanded sole bargaining rights, and the management refused to meet with it alone, members of the faction were ordered by their leaders to leave their machines. According to H. L. Weckler, vice-president of Chrysler in charge of operations, the management agreed to meet with the anti-Martin faction if representatives of the other faction also could be present. The management refused to discriminate between factions and the work stoppage resulted.

"The cessation of operations at Plymouth is not due to any lack of willingness on the part of Chrysler Corp. to do business with the UAW," Weckler said, "it is due entirely to the controversy within the UAW itself."

Announcement by John L. Lewis that the CIO would excommunicate all UAW locals sending delegates to the convention called by Homer Martin, embattled leader of the opposing faction, in Detroit, on March 4, indicates the serious concern that labor leaders are showing over the bitter struggle for control of the huge automobile workers' union.

Although claiming a constantly increasing lead over Martin in the campaign for support of UAW locals, the CIO contingent is continuing an intensive drive in territories where Martin's strength is greatest. According to reports there are more CIO organizers at work fighting Martin than there ever were to help UAW when automobile labor was being organized.

As the struggle for control entered its final rounds the CIO faction, led by R. J. Thomas, was claiming support of locals representing more than 286,000 out of a total membership of 375,000, while Martin in his latest radio appeals was claiming support of more than 200,000.

## Tom Moss Replaces J. D. Burke at Dodge

The appointment of Tom W. Moss as director of Dodge truck sales to succeed J. D. Burke, resigned, was announced this week by Forest H. Akers, vice-president and director of sales of the Dodge Division of Chrysler Corp.

Mr. Moss, who for the past five years has been general service manager of the Chrysler Corp. in direction of the corporation's service activities relating to Plymouth, Dodge, DeSoto and Chrysler divisions, assumed his new duties immediately.

**A. N. BENSON**

. . . who has resigned as general manager of the National Automobile Dealers Association.

## Benson Resigns N.A.D.A. Post

A. N. Benson, general manager of the National Automobile Dealers Association, announced his resignation on Feb. 22 to take effect immediately. The resignation was accepted by the N.A.D.A. executive committee.

Prior to his affiliation with the N.A.D.A., Mr. Benson served for 12 years as general manager of the Minnesota Automobile Dealers Association. He joined the N.A.D.A. executive staff on March 1, 1936, and in April of that year was made general manager. No announcement of his future plans has been made.

Pending appointment of a new manager, W. E. Blanchard, assistant general manager, will serve as acting manager.

## Men

**Thomas F. Laughlin,** with Studebaker for the past 24 years, chiefly on the Pacific Coast, has been made assistant sales manager to C. Scott Fletcher with headquarters in South Bend. Laughlin was formerly regional manager of the Studebaker Pacific Corp. in Los Angeles. Another new appointment is that of **Courtney Johnson** as regional supervisor with temporary headquarters in Chicago.

**Frank Van Eiszner,** for the past four years sales promotion manager in Philadelphia for Roche, Williams & Cunnyngham, Studebaker's advertising agency, has been appointed district sales manager for Studebaker with headquarters in Philadelphia.

**Henry S. Beal,** formerly of Chicago, has become associated with The Heald Machine Co. in the position of general manager. Mr. Beal was manager of Jones & Lamson Machine Co., Springfield, Vt., and served the National Machine Tool Builders' Association as president. More recently he has been president of Sullivan Machinery Corp., Chicago.

**L. E. Ulrope,** regional manager of sales, has been elected a vice-president and director of the Colonial Beacon Oil Co.

**Harold Glenn Moulton,** president, The Brookings Institution, Washington, D. C., is to be the featured speaker at the preview dinner preceding the opening of the Machine and Tool Progress Exhibition in Detroit on March 13.

**C. M. Eason** was elected president, **E. R. Estberg,** treasurer, and **John J. Pfeffer,** secretary of the Industrial Clutch Co., Waukesha, Wis., at the annual meeting this month.

## Advertising

F. A. Berend, advertising manager, Pontiac Motors division, General Motors Corp., announced an additional expenditure of $936,000, to be spent in March, April, and May. This augments the largest advertising outlay of the company in five years.

June & Co., a new advertising agency with offices in the General Motors Bldg., Detroit, has been organized by Robert and John D. June. Among the new agency's accounts are Alma Motor Co., four-wheel units; Clipper Belt Lacer Co.; Federal Back-Up Signal Co., automotive specialties; Hill Diesel Engine Co., and United Engine Co.

The much-discussed $300,000 advertising campaign of the Air Transport Association of America, Chicago, has been awarded to Erwin, Wasey & Co. Homer McKee, veteran advertising man, has been named head of the firm's Chicago office. Roger M. Combs, Jr., is the account executive. He was formerly sales promotion manager of American Airlines.

Stanley Pflaum Associates, Chicago, has been appointed advertising counsel by General Finance Corp., automobile financing company.

National Trailways System, an association of 37 bus lines with headquarters in Chicago, has named Needham, Louis & Brorby its agency, with Erwin Miessler account executive.

Loyola Guerin, in charge of planning and coordination of market research, sales promotion, and advertising policies of G. M. Basford Co., New York, has been appointed assistant to the president. He was formerly with General Motors Corp.

Harold Golden, who some years ago was connected with automotive accounts, has joined Mason Barlow & Associates, Chicago.

Griffes & Bell, New York agency, which had among other accounts the Briggs Clarifier Co., Washington, D. C., has suspended its business.

An extensive campaign of Johns-Manville Corp. on factory and plant insulation has been launched through J. Walter Thompson, New York.

General Tire & Rubber Co. has upped its appropriations for a campaign to start in March, the D'Arcy Advertising Agency, Cleveland, announced.

"Our 1939 advertising appropriation, which is one of the largest in the history of the Perfect Circle Co., represents the first step in our movement to promote greater safety on the highways and at the same time to broaden the piston ring market. Heretofore, piston ring advertising merely emphasized the need of stopping oil pumping, and while this is still one of the fundamental purposes for which rings are installed, we feel that our advertising should be directed more to those motorists whose cars have lost their original efficiency." So stated G. W. Stout, the company's advertising manager, in announcing its new campaign. Heading the list of national publications to be used this year are *The Saturday Evening Post* and *Country Gentleman.* A heavy trade paper schedule has also been approved, according to Mr. Stout.

Sales executives of United Motors Service and service engineers of the Delco Brake division of General Motors will hold meetings at all United Motors Service branches, starting at the Detroit branch Feb. 25 and continuing through April 16. These meetings are to introduce to the trade the 1939 merchandising program on Delco Brakes. H. B. Smith, merchandising manager of Delco Brakes for United Motors Service, assisted by Frank Plovick and Robert Curry, will conduct the meetings.

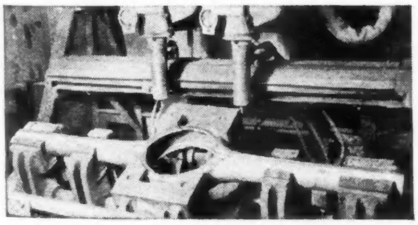
Fruehauf Trailer Co., assumes the role of Saint George in a one-company campaign to offset recent claims by railroads that trucks are causing their ruin. The theme is the truck's place in the national economy.

# You too can cut the cost of REAR AXLE HOUSINGS with the "Electronic Tornado"

**HERE'S HOW—**

Automotive plants and their fabricators are now using the Lincoln "Electronic Tornado" for the fabrication of rear axle housings (and many other automotive parts) because of the following cost-cutting advantages:

**1.** First installation cost for this simplified and compact automatic carbon arc welding equipment is low.



*In this plant, the Electronic Tornado welds rear axle housings complete in 43 seconds. The completed housing in the fixture is shown.*

**2.** Material costs are minimized because no metal is added and none is burned away.

**3.** Cost of expendable materials (carbons, flux and electric power) used in this process is low.

**4.** The finished weld is smooth and clean. No grinding is necessary.

**5.** Produced by the *"shielded-arc"* process, the weld is consistently of uniform high quality—eliminating repairs or rejects.

**6.** When changes in models or designs are made, the "Electronic Tornado" can be adapted to the modified or new welding fixture at a saving in cost.

*"Electronic Tornados" are used extensively for production of axle housings, mufflers, torque tubes, starter and generator frames and other automotive parts.*

You too can secure these benefits. The nearest Lincoln office, experienced in the application of the "Electronic Tornado" to automotive parts and problems, is at your service. Call them in today. No obligation.

*Largest Manufacturers of Arc Welding Equipment in the World*

**THE LINCOLN ELECTRIC COMPANY**

**DEPT. KK-578** **CLEVELAND, OHIO**

# Goodyear Spends $400,000 For Centennial Celebration

***Tire Company Presented Akron with Statue Of Discoverer of Vulcanization Process***

The centennial of Charles Goodyear's discovery of the process of rubber vulcanization was observed with a city-wide Akron celebration sponsored by the Goodyear Tire & Rubber Co., Feb. 23, when the company presented the city a large statue of Charles Goodyear, erected in a new civic mall facing the Akron Municipal Building. At a banquet attended by more than 1600 at the Akron Armory following the dedication of the statue and mall, Gov. John W. Bricker of Ohio spoke, both national radio networks carrying his message over their entire systems.

The Goodyear centennial coincided with the Goodyear company's fortieth anniversary and home coming, for which it brought more than 2000 officials to Akron from all parts of the world. The entire celebration is said to have cost Goodyear approximately $400,000.

Gen. Hugh S. Johnson addressed the Goodyear home coming rally, Feb. 21, at the Goodyear gymnasium which has been converted into a miniature world's fair of rubber. Special tributes were paid to F. A. Seiberling and C. W. Seiberling, founders of Goodyear and president and vice-president for many years of that company. Both are now officials of the Seiberling Rubber Co. P. W. Litchfield, F. A. Seiberling's first factory superintendent at Goodyear, now is Goodyear's president and chairman.

Preceding the Akron celebration, the City of Woburn, Mass., where Charles Goodyear made his discovery in 1839, staged a Goodyear centennial program Feb. 17, C. W. Seiberling presenting the city with a Goodyear memorial plaque on behalf of the Goodyear company and the City of Akron.

## Production

(*Continued from page* 251)

ing weeks picking up the slack.

Sales currently are reflecting seasonal influences although they are averaging about the same percentage over February last year as they did in January.

Ford's total for the week, including Mercury and Lincoln-Zephyr was down somewhat with some divisions operating on a four-day schedule instead of five days, and the Chrysler total also was down because of a labor dispute between UAW factions which closed down Plymouth completely for part of one day and permitted operation of only one assembly line instead of two on the next. Aside from a slight downward revision at Cadillac-LaSalle, General Motors divisions maintained approximately the pace in effect throughout February. Graham was expected to complete about 200 cars this week and Willys plants also were in partial production. Packard, Hudson and Nash expected to continue on their present basis while Studebaker was off about 1200 units for the week.—J. A. L.

## Maryland Car Dealers Vote Against Licensing

Car dealers of Maryland voted not to support proposed dealer licensing legislation at a state-wide meeting of the Automobile Trade Association of Maryland, in Baltimore, on Feb. 21.

Representative Ruth Shoemaker has placed before the state legislature a bill licensing new and used car dealers and their salesmen, and prohibiting the

## Acknowledgment

In this, the 21st Annual Statistical Issue of AUTOMOTIVE INDUSTRIES, we have attempted to show in logical sequence the production, export, sale and registration of motor vehicles throughout the world. In addition are shown the design features of vehicles and engines of every description used in transportation on land, water and in the air. Some additions and deletions have been made in the material shown in previous similar issues. For the first time in many years we do not give any foreign specifications of passenger cars, aircraft or Diesel engines. We hope, however, to be able to bring this interesting feature back into the magazine just as soon as political and economic conditions in foreign countries are more stable.

To all who so willingly cooperated with us in supplying source material for the various tabulations in this annual statistical issue, our sincere thanks and appreciation. Without their aid we would have been unable to present this comprehensive picture of the industry.

Particular thanks are due the motor vehicle commissioners of the various states, to G. C. Thornburgh, vice-president, R. L. Polk & Co.; I. H. Taylor, chief, Automotive-Aeronautics Trade Division, Bureau of Foreign and Domestic Commerce, and George Quisenberry, editor, *The American Automobile* (Overseas Edition) and *El Automovil Americano,* export affiliates of AUTOMOTIVE INDUSTRIES.—M. A.

practice of "wilful and habitual over-allowances in used car trading." In the secret ballot, asking dealers' favor regarding the proposed law, the vote was negative by a close margin.

## Natchez Builds Tire Plant for Armstrong

The Armstrong Tire & Rubber Co. will open a new $300,000 automobile tire factory in Natchez, Miss., March 1. It was built by the city of Natchez, marking the latest development in Mississippi's program to "balance agriculture with industry."

Construction of the new Natchez factory, warehouse and offices was financed by a $300,000 municipal bond issue, and the plant leased to the Armstrong Company. The city also provided water, sewerage and road facilities. The Armstrong Company agreed to install at least $500,000 worth of equipment, insure the plant, and keep it in good repair. The company is to pay $50 a month rent for a period of five years. At the end of the five-year lease period it may purchase the plant, which then goes on the tax rolls.

The factory promises a $2,500,000 payroll for the five-year period, exclusive of executive salaries, with the proviso for a 10 per cent payment to the city on any deficiencies in the payroll. The plant will supply the municipality with tires for city-owned automobiles.

Municipalities in other states have within recent years offered tax exemption and other inducements to secure industries, but Mississippi cities are the first authorized to finance directly.

The tire factory is Natchez's second venture under the industrial program.

## Financing in December Increased 8.6 Per Cent

Dollar volume of retail automobile financing for December, 1938, amounted to $99,419,283, an increase of 8.6 per cent when compared with November, 1938, an increase of 9.6 per cent as compared with December, 1937, and a decrease of 32.9 per cent as compared with December, 1936, according to a report issued by the Department of Commerce, Bureau of the Census. The volume of wholesale financing for December, 1938 amounted to $163,508,239, an increase of 25.1 per cent when compared with November, 1938, an increase of 17.6 per cent compared with December, 1937, a decrease of 11.9 per cent compared with December, 1936.

Wholesale financing reported for the year 1938 amounted to $990,942,919, a decrease of 47.5 per cent as compared with 1937, and a decrease of 41.8 per cent as compared with 1936, and the volume of retail financing amounted to $1,010,864,033, a decrease of 41.3 per cent as compared with 1937, and a decrease of 41.1 per cent as compared with 1936.

# Tokyo Frowns on Plans to Build Motorcar Industry in Manchuria

### *Japanese Ministry Sees Market Threatened If Giant Plant Is Constructed on Continent*

The idea of building up a separate motorcar industry in Manchuria has finally lost favor with officials of the Department of Commerce and Industry in Tokyo, according to the *Nikkan Kogyo Shimbun*. The ministry is believed rather to have urged Yoshisuke Aikawa, president of the Manchuria Industrial Development Corp., who once announced a plan to build a giant automobile plant in Manchuria with the financial assistance of American motor interests, to be satisfied with the progress of Japanese plants, two of which he controls.

The ministry is understood to have particularly discouraged Mr. Aikawa's plan to draw the Ford Motor Company into the scheme. If anything on the scale envisaged by Mr. Aikawa were attempted in Manchuria, the Japanese industry, which is placing great hopes on the continent as a market, may run into difficulties once normal conditions are restored and military orders peter out, Mr. Aikawa was reportedly told. Nevertheless the much-mooted automobile scheme has bobbed up again as Mr. Aikawa has recently dispatched several executives of his concern to the United States, apparently to contact Ford officials.

## C.O.E. Standard

The Bill for Military Inspection of Motor Vehicles, now under discussion in the Diet, calls for unification of truck models, especially in respect of body design, in accordance with defense requirements. It is expected that in future all Japanese-made motor trucks will be cab-over-engine models, which have found particular favor with the defense authorities. In fact, all Toyota and Nissan trucks supplied to the Army since the outbreak of the current hostilities were C.O.E.'s.

Under the projected law the defense headquarters may also repeal a ministerial decree of 1936, setting certain limitations on the maximum floor height and clearance of buses. The result of this decree was that the frame of truck chassis was also lowered, making them unsuitable for military use.

## Ikegai Makes Fuel Pumps

The Ikegai Automobile Industry Co. has spent $540,000 on equipment to produce fuel pumps for automotive Diesel engines.

Negotiations are reported pending between Japanese military authorities and representatives of the Robert-Bosch-A.G., Germany, with a view to obtaining for Japanese automotive manufacturers licenses on Bosch fuel injection equipment for Diesel engines.

## Movable Headlamps

The Tanaka Iron Works has produced samples of a novel automobile headlamp unit invented by a Shizuoka insurance salesman. The unit is connected to the steering column so that on turning the headlights swing automatically into a parallel axis with the front wheels, affording full visibility in taking curves. The direction of the headlights may also be changed manually from the steering wheel, both laterally and vertically, to suppress glare in passing oncoming cars and for reconnoitering in peace and in war.

## Parts to Morocco

Several automobile dealers from Morocco have recently visited Japan and let contracts for a substantial quantity of Japanese-made Chevrolet

parts, the *Nikkan Kogyo* reports. The paper expresses doubt, however, whether Japanese parts makers will be able to hold their own in view of the fast rising cost of raw material and labor. The sales to Morocco are said to have been made at a sacrifice.

## Car Prices Up

Japanese branch plants of Ford and GM have revised list prices of cars and trucks in sympathy with higher quotations by local manufacturers.

Japan's lowest priced baby car, the "Datsun," now sells at Y2,550 ($700), an increase of Y550 over 1937.

## Absorbs Motor Firm

The Tachikawa Aircraft Co. has bought up the Highspeed Engine Industry Co., which once turned out "Ohta" small cars. Tachikawa is using the plant to produce aircraft parts. Highspeed Engine found it unprofitable to continue the production of baby cars because of the severe restrictions recently placed on raw materials for the construction of such cars.

## Toyota 1939 Truck

The Toyota Automobile Co. has announced a new truck model, which has a wheelbase of 3909 mm and is powered with a straight six-cylinder gasoline engine whose cylinders have a bore of 84 mm and a stroke of 102 mm, making the total displacement 3390 cc. The engine is rated 75 hp. at 3000 r.p.m., operating at a compression ratio of 1 to 6. As in previous models, Toyota builds the engines with overhead valves. The transmission of the new truck provides four forward speeds and one reverse. The new truck is listed at Y5,200 ($1,425).

## New Swedish Plant For Trucks-Buses

Automobilfabriken Thule, Koping, Sweden, has announced that it has erected a new plant in Soderham (in Northern Sweden) where trucks and buses will be manufactured. According to the present plans, reported by the Department of Commerce, 100 truck and bus chassis will be produced in 1939. The chassis and various heavier parts are made by the company, while the engines and smaller parts are either imported or purchased locally.

The trucks are made in two models, the report stated. The lighter chassis, intended for a load of four tons, will be available in three wheelbases and powered with a 6-cylinder American gasoline engine. The larger truck chassis, of 5-6 tons, or the bus chassis for 40-50 passengers, is equipped with either gasoline or diesel type engine of American manufacture.

It was said to be the opinion of the trade that this make will have little influence on the sales of American trucks and buses in Sweden. However, as the size of both the trucks and buses correspond to the Swedish "scania-Vabis," it may compete actively with this make.

## Studebaker Observes Its Eighty-seventh Birthday

Without fanfare or special events, the Studebaker Corporation on Feb. 16 celebrated its eighty-seventh birthday. Paul G. Hoffman, president of the corporation, in a statement to a party for fathers and sons employed by the company, said that the average length of employment of men now on the payroll is 11.06 years and that the present force of Studebaker workmen represents 72,652 years of service.

The firm was established Feb. 16, 1852 by Henry and Clem Studebaker under the name of H. & C. Studebaker, Blacksmiths and Wagon Builders. Henry, aged 26, and Clem 21, started with a capital of $68 and two forges. Studebaker now is a $30,000,000 company owned by 25,021 stockholders and employs 6760 while its 2595 dealers employ 13,235. The company built its first "horseless carriage" in 1902 and in 1904 production of gasoline motor cars began on a volume basis.

# Golden Gate Exposition

*(Continued from page 254)*

wool and mohair. About the walls are dioramas showing the source of some of these materials such as iron, coal, zinc, aluminum, cotton and soybeans, the principal manufacturing operations on each and a representation of the parts of a complete car formed by each.

Off the entrance horseshoe is the main exhibit hall where there is a wide display of manufacturing processes, inspection and testing exhibits, including the Ford-built Johansson gages, a revolving chassis, an operating model of the by-products section of the Ford Rouge plant at Dearborn, Mich., a model service station and a demonstration of motor assembly are on exhibit.

A part of the display is an exhibit sponsored by the Champion Spark Plug Co. showing the manufacturing processes of its product. Also in the main exhibit hall is the Firestone Tire and Rubber Co.'s exhibit which produces small, all-rubber miniature Ford V-8 cars. The major steps in the manufacture of rubber products is shown.

In a darkened room just off the main hall there are demonstrations of the stroboscope which enables engineers to study a speeding engine by arresting its motion. The weatherometer and the fadeometer, used for testing weather and sunfast qualities of upholstery and finishes, are demonstrated. The dark room also shows a popular representation of the fourth dimension and an exhibit showing the fallacies of the theories of perpetual motion.

Chrysler Corp. has an extensive display exhibiting the company's complete line of passenger cars including Dodge, DeSoto and Chrysler; its Plymouth and Dodge commercial cars; its Dodge trucks and also the Airtemp, air-conditioning and heating equipment.

Occupying the greatest amount of space of any single exhibitor in the Vacationland Building is the General Motors "Progress on Parade" exhibit under the management of David P. Harr.

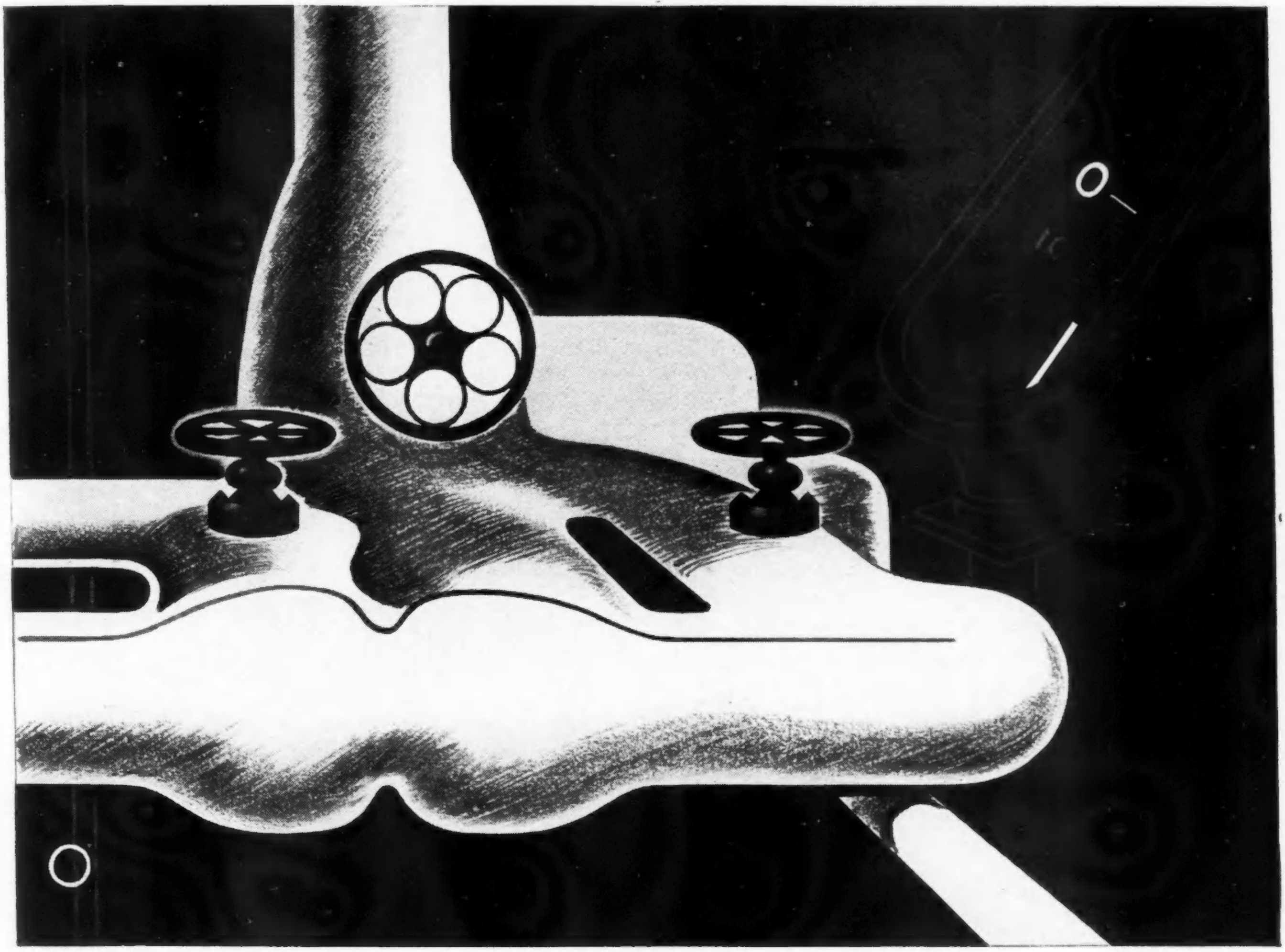
The exhibit can be located from nearly every section of the building by its outstanding twin pylons which tower 50 ft. in height from the center of the exhibit area. The base of one of the pylons houses a "Hall of Science" consisting of a specially constructed stage with complete theatrical effects. The entire modernistic enclosure structure, colorful with Lumiline lighting, displays a color scheme of Imperial Dragon Red and the Sun of Dawn Yellow. The exhibit area is enclosed by a low garden wall with impressive entrances on two sides and at the four corners.

The romantic saga of progress in American automotive industry, and the contributions its great research laboratories have made is the idea back of the General Motors exhibit. This display was conceived and built under the direction of Charles F. Kettering and designed to take its audience behind a modern research laboratory. This display is under direction of Robert Strauss of the General Motors Parade of Progress Caravan, a mobile circus of science that has been visited by millions of persons in the United States, Canada and Mexico.

Outstanding feature of this exhibit is what happens inside the cylinder of a gasoline engine, demonstrated by means of a transparent engine constructed of the simplest parts. The mysteries of internal combustion are revealed by this demonstration.

In addition to the elaborate research show of continuous performances, "Progress on Parade" includes a display of Chevrolet, Pontiac, Oldsmobile, Buick, Cadillac and LaSalle cars, with an exhibit of the various General Motors truck lines.

A Diesel engine and generator exhibit weighing 42,000 lb. and similar to the engines which power the railroad streamliners complete the General Motors exhibit.



# OUT OF DATE—OUT OF POCKET

...may be literally true unless your material specifications include Molybdenum steels. Present production problems and costs demand these improved materials. Here is one of Moly steel's many successes.

A manufacturer of a large line of valves for operation at sub-zero temperatures required a steel having good impact properties at temperatures down to 150 degrees below zero F. Many different parts were involved.

Chrome-Molybdenum (SAE 4140) steel is standard in this case because of its established ability to meet strict low temperature impact specifications.

In addition this Chrome-Moly steel is keeping material and production costs within competitive limits. It is yielding the additional profit that always comes from standardization. Substantial fabrication economies are also being obtained.

Our technical books "Molybdenum in Steel" and "Molybdenum in Cast Iron" which contain a great deal of practical data are free to any interested production executive or engineer on request.

PRODUCERS OF FERRO-MOLYBDENUM, CALCIUM MOLYBDATE AND MOLYBDENUM TRIOXIDE

MOLY

**Climax Mo-lyb-den-um Company**
**500 Fifth Avenue · New York City**

# Books

*La Tecnica del Disegno delle Macchine (The Technique of Machine Design), by Dr-Ing. Mario Tessarotto. Published by Ulrico Hoepli, Milan.*

This is elementary work on machine design intended for use as a text in technical and industrial schools. It deals with drafting-room conventions, materials of construction and their properties, metal-working processes, sketching and mechanical drawing, standards relating to machine elements, and the strength of joints (or connections) and of shafts. In the last two chapters, methods of calculating strength are explained and illustrated by examples. Most of the examples of machine parts illustrated are taken from the automotive and aircraft fields. In an Introduction by Giuseppi Belluzzo it is pointed out that the bases of modern design are quite different from those of the past century; speeds and pressures have increased greatly, and to the ordinary static stresses have been added stresses due to vibration and fatigue. On the other hand, high-strength materials have been introduced, the high strength being due to alloying and to heat treatment. All these changes created a demand for a small volume on the principles of modern design, and the volume under review is offered to meet it.

*Patent Tactics and Law—What the Industrial Executive and Engineer Should Know About Patents, by Roger Sherman Hoar. Published by the Ronald Press Company, New York.*

This book, which is a new edition of an earlier volume that appeared under the title "Patents," is intended to be a treatise on patent tactics and to translate into plain English so much of the patent law as will enable an industrial executive or engineer to understand the company's attorney when discussing a patent problem, and to cooperate fully with him. It is based on long experience in corporate patent practice and contains a great deal of information that should be helpful to executives whose firms are engaged in the manufacture of patented articles. Patent practice is covered in detail, not only as regards that of the U. S. but the practices of numerous other industrial countries as well. One chapter dealing with the organization of a patent department and another with the interpretation and validity of patents should be of particular interest to executives.

*Diesel Engineering — by John W. Anderson, McGraw-Hill Book Co., 269 pp., $3.* This is the first edition of a book on the principles of Diesel engine design intended as a textbook for engineering colleges. Its author, as manager of engineering, Diesel engine division, American Locomotive Co., is in excellent position to develop the subject in well rounded fashion from the perspective of the latest available information on Diesel engine developments.

The text material places special emphasis on the principles of thermodynamics, on the mechanics of engine design, on the principles of installation, as may be noted from a listing of a chosen group of chapter headings, e. g., cycles, fuels, combustion, combustion chambers, fuel injection, cooling, lubrication, engine design, installation principles.

Valuable characteristic of this textbook, and one which should appeal to the student as well as the practicing engineer, is the reference to current engineering literature in many important sections. Not only does this treatment provide a background of authority but, what is of equal importance, it clothes the book with an up-to-dateness so essential in dealing with a subject still in a state of flux and practical development.

## Exit the Austin Seven, Enter the Austin Eight

After being for nearly 20 years the "best-seller" among the range of Austin cars, the Seven—referred to as

the "Baby Austin"—is to go out of production. It is being superseded by an entirely new model, to be known as the Eight.

The car closely resembles the Ford and Morris Eights in wheelbase and track and in piston displacement. It has conventional half-elliptic springs—again like the Ford and the Morris—but has a smaller piston displacement than the Standard Eight (900 cc against 1021 cc) which is distinctive among British cars of this type in having independent front suspension.

The new Austin also displaces the Big Seven introduced at the Earls Court show of 1937 to provide for roomier four-passenger bodywork.

## Metal Markets

*(Continued from page 252)*

per cent, compared with 54.8 per cent in the preceding week, is nevertheless attributed to the gap in shipments to consumers occasioned by the holiday.

In the copper market there is more hope that a pick-up in foreign demand will bring about healthier conditions. At one time the export price dipped below 10 cents, but at the opening of this week's business it had recovered slightly, with some business booked at 10.10 cents. News from Washington that Congressional leaders had agreed to continue the present 4 per cent import tax also encouraged producers and custom smelters. They continue to quote spot electrolytic at 11¼ cents, but in the outside market metal was offered at 10.45 cents on Monday.

Spot Straits tin was offered at 45½ cents at the beginning of the week.

Following a $2 per ton reduction in the price of lead, storage battery manufacturers came into the market, which after a spell of dullness, turned active. —W. C. H.

## Publications

"Work Done on the Blanchard" is the title of an unusually interesting brochure brought out by the Blanchard Machine Co., Cambridge, Mass. Photographs and text are intelligently presented to illustrate and describe typical examples of the machining and finishing of flat surfaces by **Blanchard grinding.***

The Tinius Olsen Testing Machine Co.'s newest machines for **testing plastic materials** are described in the company's bulletin No. 17.*

A new switchboard-model **temperature indicator** with self-contained toggle-type switches for connecting any one of a number of couples to the measuring circuit is described in a catalog issued by Leeds & Northrup Co.*

A folder published by Rinck-McIlwaine-Inc. describes a number of new **Rimac tools.***

The South Bend Lathe Works has published a 32-page catalog announcing the new model **9-in. workshop precision lathe.***

Commemorating three decades of service to industry as originators and producers of industrial cleaning methods and materials, Oakite Products, Inc., New York, has prepared a special issue of its house organ, **Oakite News.***

E. F. Houghton & Co., Philadelphia, has issued a folder on the subject of transmission **leather belting.***

"Nigrum" impregnated **hardwood bearings** are described in a leaflet issued by the Bound Brook Oil-Less Bearing Co., Bound Brook, N. J.*

Niagara Machine & Tool Works, Buffalo, N. Y., has prepared a new bulletin covering its series BL, 10-page **power squaring shears.***

The Eclipse Air Brush Co., Inc., Pneumix division, Newark, N. J., has issued a data folder on the performance of its **air-motored agitators** in laboratories and industrial plants.*

**National Labor Relations Board,** division of Economic Research, has issued the following pamphlets: "Union-Employer Responsibility" by Lyle Cooper; "Effective Collective Bargaining," by David J. Saposs and Lyle Cooper; and a "List of References on National Labor Relations Board" compiled by Bernard W. Stern.*

A picture book of ideas for handling various products mechanically on **overhead conveyors** has been published by Link-Belt Co., Chicago.*

The Harnischfeger Corp., has announced the completion of bulletin C-6 **"Industrial Cranes,"** which covers completely the design and application of the line of P & H Industrial Cranes for general usage in industries the world over.*

* Obtainable from editorial department, AUTOMOTIVE INDUSTRIES. Address Chestnut and 56th Sts., Philadelphia.

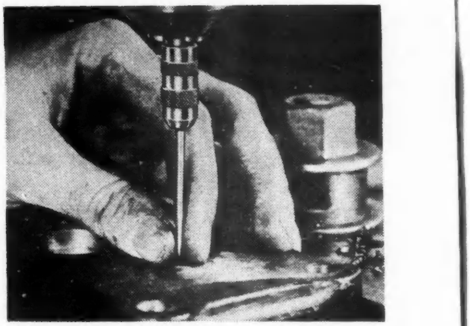
# Tools of Tomorrow

## Center Finder

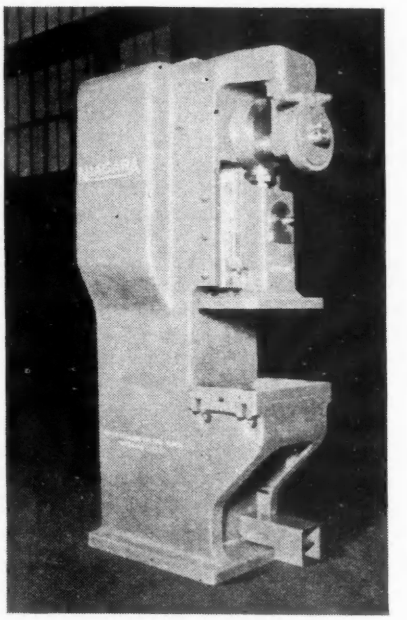
*... For tool and jig work with various vertical machines*

A handy and inexpensive tool has been developed by the L. S. Starrett Co., Athol, Mass., for jig and tool work in milling machines, drill presses and similar vertical machines where it is necessary to locate working points with considerable accuracy. It consists of a spring-tensioned pointer held in a tapered shank with the pointer free to "wiggle."

With the center finder set in the chuck or tool holder of the machine and the pointer guided to true concentric, it is said to be a simple matter to bring the working point of any job into perfect alignment with the machine spindle. The tension of the spring which bears on a ball on the end of the pointer can be adjusted by a screw in the back of the shank. This spring cushions the pointer and protects it against damage or distortion if the center finder is brought into too firm contact with the work. The pointer can be telescoped into the body when not in use.



Starrett center finder



Newcomer to the series of presses built by the Niagara Machine & Tool Works, Buffalo, N. Y., is this streamlined punch press. Gearing, clutch, flywheel, V-flat drive and motor are all enclosed within the frame

*(Please turn to page 278 for other new product descriptions)*

## Chicago Motor Coach To Buy Diesel Buses

Authorization recently was given to the Chicago Motor Coach Co. by the Illinois Commerce Commission to spend $640,531.50, for 50 Diesel-powered buses.

The operation of these buses is largely experimental and the company will be ordered to install gasoline engines in the new coaches if the Diesel-powered jobs are not satisfactory.

Commission engineers said the recent demonstration of a Diesel-powered bus showed less noise in operation compared to the gasoline-powered vehicles, complete absence of carbon monoxide gas, and smoother starting and stopping.

# Today's Cars Are Longer Lived

*(Continued from page 202)*

As a check against actual existing conditions it is interesting to see just how closely this estimated cars-in-use compares with an actual count just completed by R. L. Polk & Co., as of July 1, 1938. The total at that time was 23,538,036 passenger cars which, we feel justified in comparing directly with our estimate as of Oct. 31, 1938, of 23,350,152, a difference of less than one per cent. We are making this direct comparison even though of slightly different periods because of the fact that all evidence points to the conclusion that all cars are being eliminated from use at about the same rate they are entering into service.

While some might not consider it to be statistically correct to assume that all makes of cars have the same life curve, we have taken the liberty of making that assumption and present in Table 4, below, our Estimate of Cars in Use by Makes as of Oct. 31, 1938.

## Table 4—Estimated Cars in Use by Makes

*(As of Oct. 31, 1938)*

| Make of Car | Number Surviving at End of Model Year |
|---|---|
| Auburn-Cord | 76,019 |
| Buick | 1,172,240 |
| Cadillac | 95,998 |
| Chevrolet | 5,729,902 |
| Chrysler-Maxwell | 555,219 |
| De Soto | 302,639 |
| Dodge | 1,241,696 |
| Durant | 105,940 |
| Ford | 6,234,427 |
| Franklin | 24,865 |
| Graham-Graham Paige | 179,722 |
| Hudson | 249,359 |
| Hupmobile | 128,445 |
| La Salle | 109,052 |
| Lincoln-Lincoln Zephyr | 78,320 |
| Nash-La Fayette | 447,757 |
| Oldsmobile | 863,531 |
| Packard | 350,077 |
| Pierce-Arrow | 25,404 |
| Plymouth | 2,289,675 |
| Pontiac-Oakland | 1,139,466 |
| Reo | 57,494 |
| Studebaker | 512,777 |
| Terraplane-Essex | 620,952 |
| Willys-Overland | 507,785 |
| Total These Makes | 23,098,761 |
| Miscellaneous | 251,391 |
| Total All Makes | 23,350,152 |

Here again it is of interest to check our computed registrations of cars by makes with the same official count as of July 1, 1938.

| | Estimated Data | R. L. Polk Count | Percentage Difference |
|---|---|---|---|
| Buick | 1,172,240 | 1,213,676 | −3.4 |
| Chevrolet | 5,729,902 | 5,894,195 | −2.6 |
| Ford | 6,234,427 | 6,568,436 | −5.1 |
| La Salle | 109,052 | 105,330 | +3.3 |
| Plymouth | 2,289,675 | 2,288,837 | None |

In a table on page 202, we present a picture of estimated cars in use as to make of car and year of manufacture. It is freely admitted that these data are subject to controversy, but at the same time we do maintain that it is a fairly accurate picture of the situation at the end of the model year, at least accurate enough for any purpose to which it will be put.

On other pages in this issue will be found a count of total registrations of cars, trucks, and buses which for 1938 amounted to over 29,000,000 vehicles of which passenger cars constituted approximately 25,000,000 units. It is naturally somewhat confusing to mention an official count as of July 1, 1938, for passenger cars of 23,538,036 and then in

another location a count of 25,000,000 cars. In the count of 25 million passenger cars there are innumerable duplications which it is impossible to delete. There are also other vehicles included with passenger cars which are not cars. For instance, California includes over 130,000 light commercial vehicles with passenger cars. Many other states follow the same procedure. Buses are included in the passenger car count in many states as are also hearses, funeral cars, etc. Numerous duplications are found in non-resident registrations and also in transfers. The State of Massachusetts, for example, has 155,000 transfers, which fortunately we are able to delete from their total registrations. However, in many states these cannot be eliminated in those cases where they should be.

The count as of July 1, 1938, is an actual count of each registration card in the office of the motor vehicle commissioner. By this method practically all duplications or incorrect registrations are eliminated and we feel that the resulting count is a much more accurate picture of the true number of cars in use.



### Process for Treating Aluminum Pistons

THE process of treating aluminum pistons, after anodizing, with Aquedag, a suspension of colloidal graphite in water, has been patented in England by Aluminum Colors, Inc. The machined pistons are first anodized by suspending them in an electrolyte containing 20 per cent sulfuric and 5 per cent oxalic acid. With the pistons acting as anode, current at 14 volts is sent through the bath for 30 minutes, at a current density of 13 amperes per sq. ft. Aquedag diluted with six times its volume of water is then applied to the anodized surfaces with a brush. After the coating has dried it is said to be hard to remove, and it evidently has good lubricating and anti-scoring properties.

### Endurance Limit Under Torsion of Shafts

ACCORDING to German investigations, the endurance limit under torsion of shafts with radial drill holes (oil holes) can be materially increased by cold-working the material around the outer end of the drill hole by means of a punch. Optimum results were obtained with a punch having the form of a square pyramid with well-rounded corners, the punch being introduced into the hole with two of its sides parallel with the axis of the shaft. Tests were made on shafts of 60 mm. (2-11/16-in.) diameter, and it was found that by cold working of the edge of the drill hole the endurance limits of shafts of two heat-treated steels could be increased by from 28 to 63 per cent.—*ATZ*, Dec. 25.

### SAE Cutting Fluid Committee Meets

A meeting of the Independent Research Committee on Cutting Fluids was held in Detroit recently. Arrangements were made to start a new research project which will classify machining operations and coordinate this with the machinability rating of commonly used ferrous and non-ferrous materials. It is expected that this classification will permit a better approach to the selection of cutting fluids for specific operating conditions.

The committee reports that its recent survey of cutting fluid recommendations for non-ferrous materials indicates that there is a dearth of publicity information on this subject. It is expected that the new project will provide specific recommendations for the machining of non-ferrous material.

"**S**tands considerable hot or cold working"

"**H**as a uniform normalized condition"

"**E**minently superior to alloy castings or welded tubes"

"**L**engthens life of finished parts"

"**B**oth in production and performance, very successful"

"**Y**our tubing always meets our specifications"

# *. . . reports from Auto parts makers about*

# SHELBY SEAMLESS TUBING

NOWHERE can you find better proof of SHELBY's quality than in the experiences of automotive parts makers who are now using it in their production. These men require tubing that is strong, easy to machine and fabricate, free from inclusions or hard spots, dimensionally accurate, and above all, thoroughly uniform from end to end.

SHELBY meets these requirements with consistent regularity. That's why, every year, millions of feet of this top-quality tubing go into axles, housings, drag links, tie rods, steering columns, torque tubes, shock absorbers, and other vital parts.

When you need tubing, call the SHELBY Distributor. Because of the increasing demand for SHELBY, he is now carrying larger stocks than ever, ready to give you exactly the kind of service you need.

Write for complete information.

# NATIONAL TUBE COMPANY

PITTSBURGH, PA.

Columbia Steel Company, San Francisco, *Pacific Coast Distributors* · United States Steel Products Company, New York, *Export Distributors*

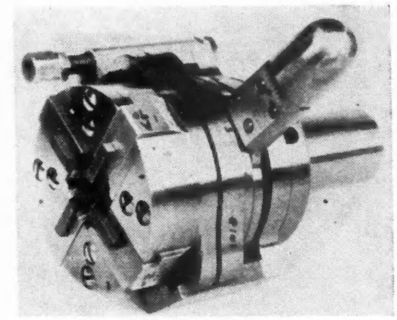
UNITED STATES STEEL

## Insert Chaser Die Head

*. . . New style for use on hand screw machines and turret lathes*

A new style of H & G insert chaser die head for use on hand screw machines and turret lathes has been developed by the Eastern Machine Screw Corp., New Haven, Conn. The head uses the same insert chasers as other styles and is made in what is known as 101, 102 and 103 sizes, the latter size having a range from ¼-in. up to 1¼-in. long threads and up to 1½-in. diameter in short threads. All three sizes of heads use the same chasers where the sizes are within their rated capacities.

The drive is by torque arms located a maximum distance from the center. The head may be tripped either by pull-off or by front end contact, the latter being especially desirable for close to shoulder threading or for cutting extremely short threads. Fine adjustment for length of thread is self-contained on the head itself. The shank of this head is detachable and can be furnished in any reasonable diameter. There is a clearance hole through the shank making it possible to cut any length of thread in diameters up to the die head's normal capacity.

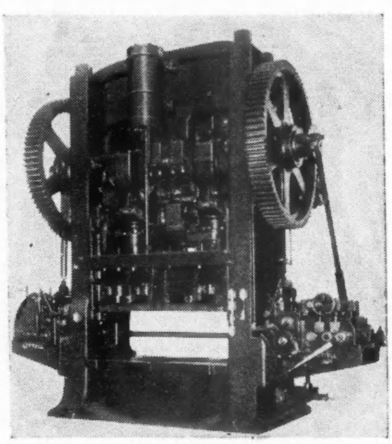


H & G insert chaser die head

## Lighting Unit

*. . . For industrial operations which require accurate discriminations of color*

The Benjamin Electric Mfg. Co., Des Plaines, Ill., has brought out a new lighting unit for industrial operations which require accurate discrimination of color for matching, grading, and sorting. Known as the "Daylight" fluorescent lamp diffuser, the unit provides a minimum of 100 footcandles of daylight quality light of 6500 deg. Kelvin color temperature rating which can be uniformly distributed over an area 3 ft. by 4 ft. when a 36-in. lamp is suspended 30 to 36 in. above the surface; a proportionally lower intensity over a relatively smaller area is provided by an 18-in. lamp. Among many applications, the unit is recommended for color inspection in dipping,



**Difficulties encountered by one large automobile manufacturer in handling wide sheet stock have been overcome by the installation of six roll feed units built by the F. J. Littell Machine Co., Chicago. The roll feeds have a capacity for stock 5/32 in. thick by 24 in. wide and are mounted on 900-ton straight-sided presses, as illustrated above. The speed of these presses is 15 cycles per minute with a 28-in. length of feed. Feed rolls measure 8.6 in. in diameter by 26 in. in width.**

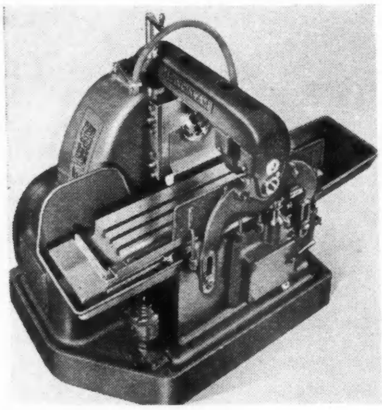
spraying, rubbing and finishing operations in paint shops of automobile plants; also for inspection for color and quality of plastic materials.

## Milling Machines

*. . . Of fixed bed type with table travel of 18 in. or 24 in.*

The new No. 2-18 and No. 2-24 plain automatic milling machines announced recently by The Cincinnati Milling Machine Co., Cincinnati, Ohio, are of the fixed bed type and available with a table travel of 18 in. or 24 in. The new machines are particularly adaptable for the manufacture of medium size automotive and aircraft parts.

The machines feature 20 spindle speeds, ranging from 30 to 1200 r.p.m., and 16 feeds from 1 in. to 40 in. per minute. To further adapt the machines to high production milling, an automatic spindle stop; a hydraulic backlash eliminator; dog-controlled, automatic working cycles for the table with intermittent feed are provided.



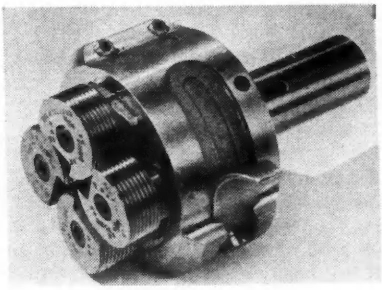
Cincinnati Milling Machine

## Die Head

*. . . With adjustable compensating float which "cushions" chasers on to work*

The National Acme Co., Cleveland, Die Division, has a newly designed die head for Brown & Sharpe automatics. This head is built in sizes ¼ in., ⅜ in., and 9/16 in. capacities and uses the standard or special ground thread circular type of chasers.

Among the new features of head construction is an adjustable compensating float which "cushions" the chasers on to the work, preventing torn or distorted threads at high spindle speeds. Two methods of closing the die are provided: either held closed under tension while the turret indexes; or closed in the last position just prior to threading by a simple stop arranged to arrest the forward travel of the die slide. Selection of the closing method may be made to accommodate the number of other tools used and to insure positive performance under fast indexing of the machine turret.



National Acme die head

Quick adjustment to diametric cutting size is by means of only two screws which move all the circular chasers (with holding blocks intact) uniformly and at the same time.

Circular chasers mounted on blocks are removed for resharpening by loosening one screw, and by the use of a sizing micrometer fixture. When returned to the head the cutting size is not changed, therefore no adjustment is necessary after grinding. The circular chasers provide for 270 deg. of grind on circumference.

Chasers can be changed to hollow milling and forming tools simply by substitution of cutters and holding blocks.

*(Next page, please)*

## Optical Inspection

***. . . Comparator and measuring machine has a 30-in. diameter screen***

The Jones & Lamson Machine Co., Springfield, Vt., has announced a new model of its comparator and measuring machine, which has a 30 in. diameter screen. Typical parts for which the machine is suited are, large form tools, cutters, hobs, taps and gages, as well as products. The following lenses can be furnished:

20X lens which will project a 1½ in. area object.

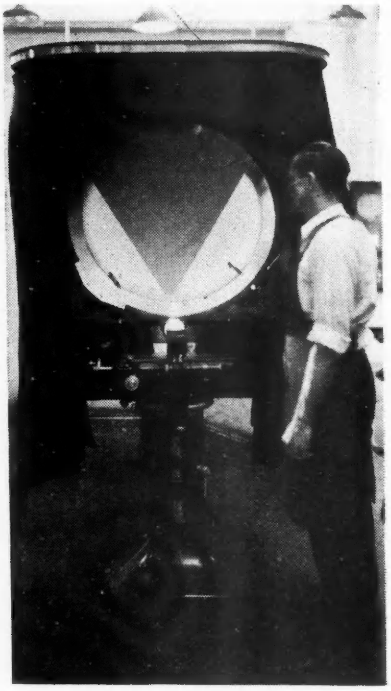
30X lens which will project a 1 in. area object.

50X lens which will project a 0.6 in. area object.

100X lens which will project a 0.3 in. area object.

The periphery of the 35 in. diameter ring, which supports the screen, is graduated to one-half degrees, reading with the vernier to one minute of arc. This machine will accommodate objects 8 in. in diameter by 21 in. long and has provisions for measuring 4 in. on the coordinates.

The machine is furnished with any one of three types of table; plain table without lateral adjustment, table with 4 in. lateral travel, and table with 8 in. lateral travel. The table may be swiveled to position the helix of hobs and taps normal to the axis of the lens system.



Jones & Lamson comparator and measuring machine

Lead measurements on the tables with lateral travel may be accomplished by the use of the micrometer attached to the table, by spacing blocks or end measuring bars.

## Electric Butt Welder

***. . . For saw blades from 1/16-in. width up to ½-in. width.***

Grob Brothers, Grafton, Wis., manufacturers of die making machines, has developed and added to its line an electric butt welder for saw blades from

Grob electric butt welder

1/16 in. width up to ½ in. width.

The saw blade clamps are of an entirely new design to permit positive and accurate line-up of the saw blade, and full electrical contact. The saw guides are adjusted so the teeth of the saw blades are outside of the clamp, only the flat part of the blade is in the clamp. The clamps are provided with an eccentric connected with a small lever, and the clamps automatically adjust themselves to various thicknesses of the saw blades. Saw blades are firmly held during the welding and annealing operation.

After the saw blade has been welded and annealed, it is removed from the clamps ready for grinding. The grinder quickly removes the welding flash. The grinder is a built-in unit with a high grade ball bearing motor with grinding wheel guarded. A Bakelite wheel is used, as other wheels will not endure the high speed of the motor.

The overall dimensions are 12 in. high, 8 in. wide and 8¼ in. deep. Shipping weight per unit is 58 lb.

## Hoist

*. . . Lightweight wire rope electric unit added to Wright Mfg. line*

The Speedway, a lightweight low-cost wire rope electric hoist, has been added to the present line of this equipment made by the Wright Mfg. division of the American Chain & Cable Co., Inc., York, Pa.

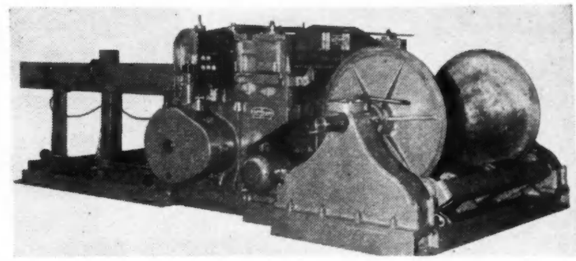
Hoisting capacities range from 250 lb. to 750 lb. and hoisting speeds 15 ft. to 45 ft. per min. The construction includes fully enclosed ball bearing motor, anti-friction bearings, cut alloy steel spur gears, multiple disc solenoid brake, push button control, and preformed hoisting cable.

## Cut-to-Length Shear

*. . . Capacity to handle from 24-in. to 78-in. wide stock*

Illustration herewith is a Cleveland automatic cut-to-length shear arranged with uncoiler, five roll leveler and feed rolls. The shear, which has capacity to handle from 24 in. to 78 in. wide stock, is equipped with a discharge table located back of the shear, which holds the sheet in position until the cut is made at which time the discharge is automatically tripped and the sheet drops into a buggy which is placed in the stacker. The shear is the down cut type, the eccentric shaft by which the shear is operated being located below the bed and so designed that the connections pull down on the slide. The shear is arranged for a speed of 60 strokes per minute while the feed is arranged for a speed of 200 ft. per minute. The number of cuts which can be made per minute is, of course, determined by the length of the feed.

The stacker unit, or run-out table, is adjustable to accommodate sheets 24 in. to 78 in. in width and is arranged for a feed of 6 in. minimum to 120 in. maximum, although the length of feed can be increased by extending the stacker guides on which the timer is mounted. The heavy duty uncoiler is of the cradle type and so designed that as the coil decreases in size, all rollers continue to bear on the outside of the coil, the rollers being covered to prevent marring the material.



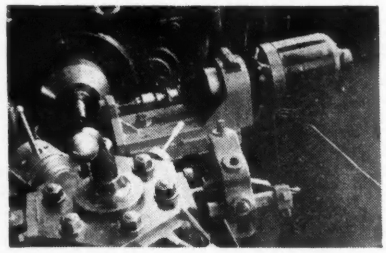
Cleveland cut-to-length shear

(*Next page, please*)

## Drilling Unit

*. . . Adapted to use on screw machines and turret lathes*

The Hole Engineering Service, Detroit, is manufacturing a compact, self-contained unit adapted to use on screw machines and turret lathes for drilling cotterpin or cross holes in studs and similar work. It incorporates a Govro-Nelson automatic drilling unit, which employs the principle of centrifugal force for feed pressure. The unit is mounted in a special bracket, which includes a bushing support in combination with a V-block stop.



Hole drilling unit

With this device, the cross holes are drilled in the studs before they are threaded, thus eliminating burrs and a burring operation on both the hole and the thread. With suitable riser block the assembly can be mounted on the screw machine cross slide in line with the machine spindle, so that the V-block bushing support may be brought in contact with the work after the machine spindle is stopped. When the operator presses a push button switch, the unit feeds the drill through the work and automatically returns it to the starting position.

## Blower Wheels

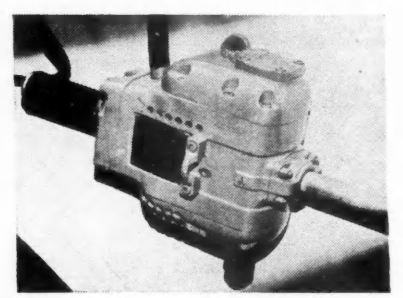
*. . . Double inlet type made without rivets from pressed steel.*

Designed for warm air furnace blowers and similar applications, a new line of double inlet blower wheels made without rivets from pressed steel has been announced by the Torrington Mfg. Co., Torrington, Conn. The "Airotor" line of blower wheels is available in 12-in. and 16-in. diameter sizes. A third size, 20-in. diameter will soon be added.

## Nut Runner

*. . . Hicycle tool styled by Designers for Industry, Inc.*

A hicycle nut runner styled by Lawrence Blazey of Designers for Industry, Inc., Cleveland, for the Chicago Pneumatic Tool Co., is made of cast



Hicycle nut runner

aluminum and incorporates steel inserts for bearing faces of moving parts.

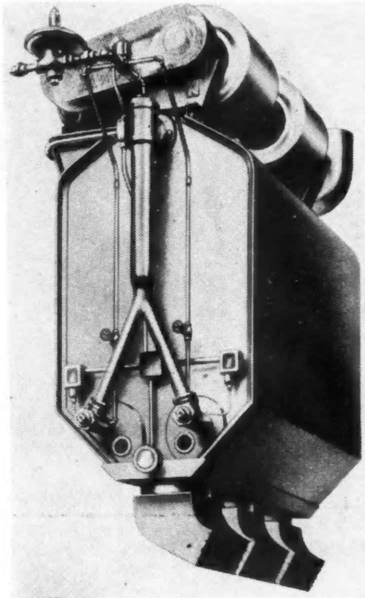
Features lie in the design of the chuck end for clearance in tight corners, designing the handle bracket in malleable iron for attachment to the casing, and tying the component parts of the tool together by means of the recessed panel running around the casing.

## Industrial Heater

*. . . Dravo introduces suspended type gas-fired unit*

Dravo Corp., Pittsburgh, Pa., has introduced a new high capacity suspended type unit heater designed for use in large industrial buildings where high velocity heated air is desired to heat rooms of large floor area and high ceilings.

Identified by the name LEE sus-



Dravo industrial heater

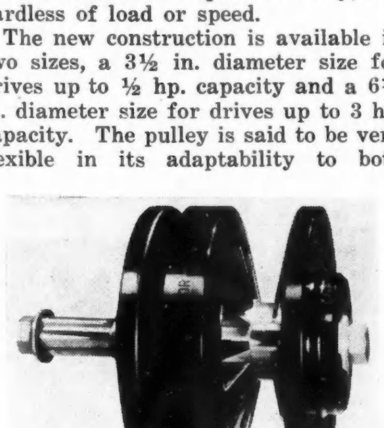
pended type unit heater, this gas-fired unit will operate on natural gas, manufactured gas, or coke oven gas. It is 3 ft. wide, 5 ft. long and 7 ft. high, weighs 3000 lb. and is of welded steel construction throughout. It has an output capacity of 500,000 b.t.u. per hr. The air discharge is 5500 c.f.m. with an average temperature rise of 110 deg. Fahr. and correspondingly high outlet temperatures. Air velocity at heater outlets is 2000 f.p.m. Two blower type fans are used to spread the air.

## Variable Speed Pulleys

*. . . Made of solid high impact strength Bakelite*

Continental Machine Specialties of Minneapolis, has improved its "Speedmaster" variable speed pulleys. These pulleys are moulded of solid high impact strength Bakelite, accurately trued and balanced before final assembly. An improved pressure lubricated bronze sleeve allows the splined center sheave member to operate freely, regardless of load or speed.

The new construction is available in two sizes, a 3½ in. diameter size for drives up to ½ hp. capacity and a 6½ in. diameter size for drives up to 3 hp. capacity. The pulley is said to be very flexible in its adaptability to both "straight line" and "angular" drives.



Continental "Speedmaster" pulley

Advantages claimed by the manufacturer for the improved Speedmaster are: a six-to-one up to a forty-to-one ratio of infinitely variable speed, the use of standard "V" belts, and long belt and pulley life because of the moulded plastic work faces.

## Punch Press

*. . . Production increased by slowing down speed of machine*

It sounds paradoxical that the number of blanks produced from a power driven punch press could be increased by *slowing down* the rate of speed at which the press was operated. Yet, such an increase in production has been accomplished—and by this means—at The Reliance Electric & Engineering Co.'s Cleveland plant.

As originally installed, an 1800 r.p.m. ac induction motor had been belted to the flywheel of the punch press. This, in turn, was caught by a clutch having a maximum catching time of ½ revolution of the flywheel. Since the operator punched as many as 5 to 6 blanks from one strip of material he lost considerable time waiting for the flywheel to

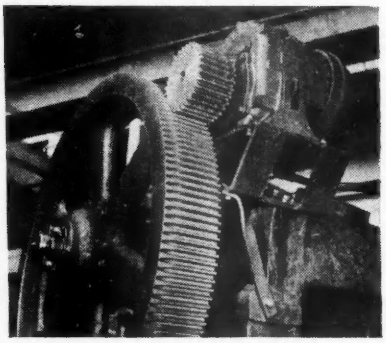
(*Next page, please*)

catch after he had pressed the foot pedal to engage the clutch. On the other hand, the flywheel speed was too great to allow him to blank all the pieces from each strip at one pressing of the foot pedal.

The circumstances were such, therefore, as to suggest experimenting with a reduction of flywheel speed sufficient to allow the operator to complete the 5 or 6 punchings without interrupting the operation of the press.

Because the press was over-powered for the work, reducing the power capacity of the flywheel by slowing it down was of no consequence. The driving pulley of the existing belt drive was already small and could not very well be made smaller. A lower speed motor was also out of the question because of space limitations. Consequently, the necessary reduction in flywheel speed was accomplished by cutting teeth into the flywheel face and applying power directly to the flywheel through a micarta pinion of a 5½ to 1 reduction gear motor driven by the 1800 rpm induction motor.

This arrangement reduced the flywheel speed to the point where the operator could easily blank 5 or 6 pieces at one pressing of the foot pedal. In addition, the direct-geared drive had the further advantage that, unlike the belt drive which it replaced, no slipping could occur between the motor and flywheel when starting.



Micarta pinion and flywheel on machine in Reliance plant

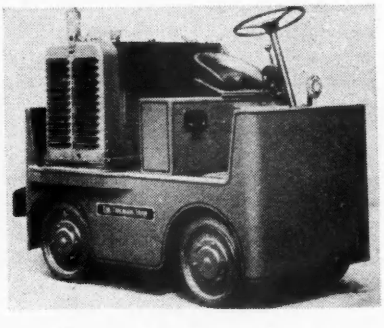
The drive is quick and functions smoothly. Likewise, by reducing the number of times the clutch is operated, much clutch wear has been eliminated and at the same time the job made less tiring for the operator.

## Electric Tractor

*. . . Four-wheel drive, four-wheel steer type designed by Mercury Mfg. Co.*

A new heavy duty electric tractor of the four wheel drive, four wheel steer type has been designed by the Mercury Mfg. Co., Chicago. It develops 3500 lb. draw bar pull and has a light running speed of seven m.p.h. The design incorporates two heavy duty double reduction spiral bevel and spur geared drive axle assemblies with full floating axle shafts and tapered roller bearing mounted wheels. Wheels are fitted with 20 by 6-in. solid rubber tires and each drive is powered with a series wound vehicle type motor.

The tractor brake system is of the four wheel equalized type. External contacting shoes operate on drums

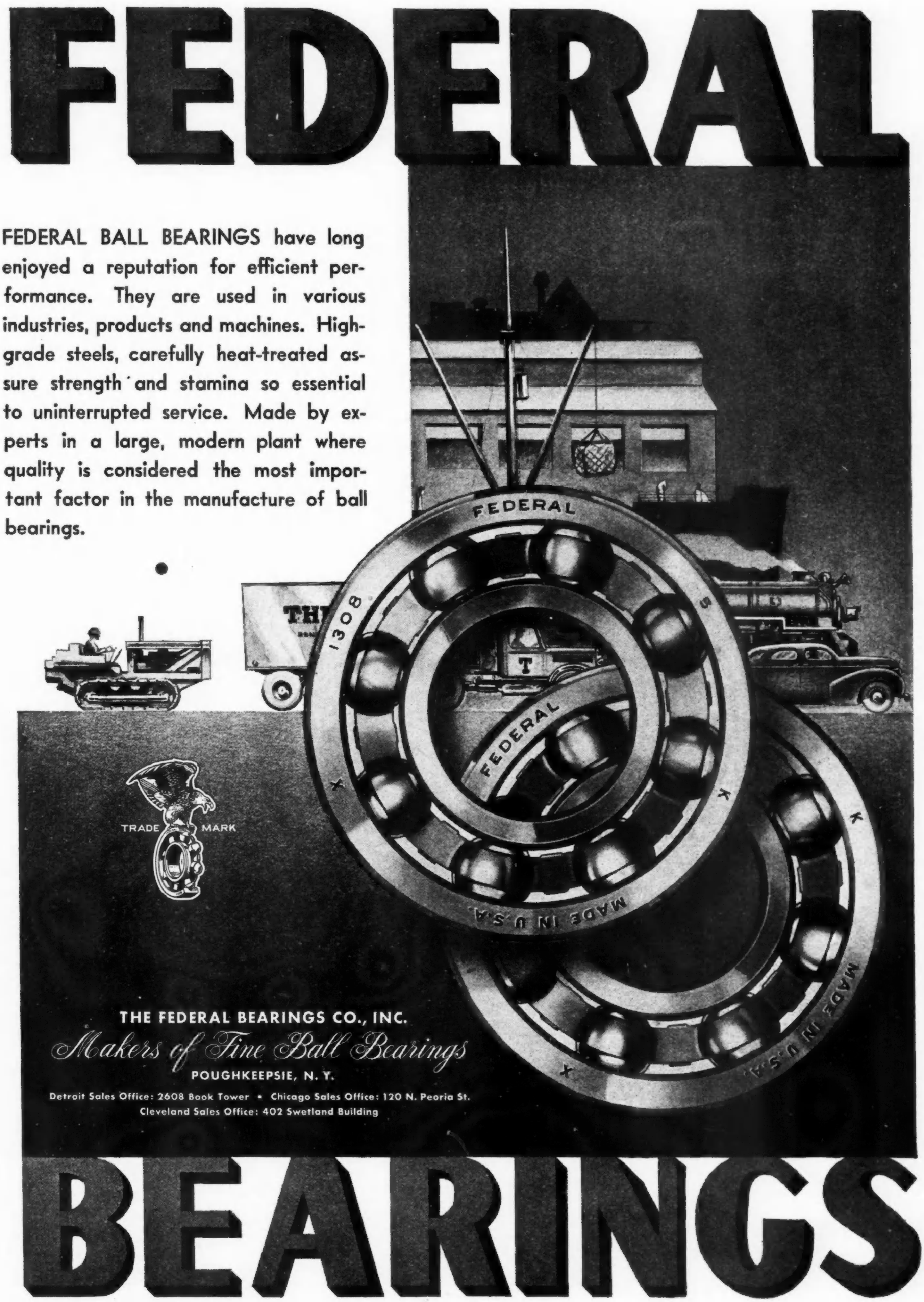


Mercury heavy-duty electric industrial tractor

mounted on intermediate gear shaft extensions on each drive axle.

The travel controller governing both motors is of the Mercury mechanical contractor type providing three speeds forward and reverse. Steering is of the four wheel type and a large diameter hand wheel controls all four wheels through a Ross cam and lever unit.

(*Turn to page 286, please*)

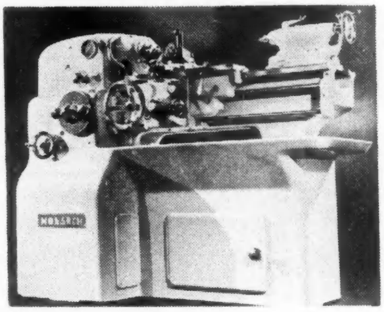


## Streamlined Lathe

*. . . Monarch introduces new 10 in. by 20 in. machine*

The Monarch Machine Tool Co., of Sidney, Ohio, has introduced a new 10 in. by 20 in. sensitive precision lathe.

This Monarch development is said to have many outstanding advantages. Among them are—almost unlimited range of gearless, stepless spindle speeds—forward and reverse; wide range of threads and feeds, through enclosed quick-change gear box, which is operated by one hand; carriage held in secure alignment to the non-wearing and ground bed ways, by five self aligning ball bearings, which are mounted on eccentric studs; anti-friction bearings used throughout; practically automatic lubrication; three-point bearing on the floor, insuring accurate alignment; entire threading gear train, electric furnace hardened, gears with tooth contours ground, gear box operating in oil bath; neat, pleasing modernistic and practical design with a definite place for everything, and no extra levers or gadgets that might look as though they were added as "after thoughts"; chromium plated handles and hand wheels; Endless belt automatically used for all feeds from spindle to gear box, reserving and preserving the accurate gear train solely for thread chasing; quick lever-clamping tool post.



Monarch precision lathe



## Aluminum Ladder

*. . . Weighs only 43 lb.; supports load of 1000 lb.*

The Aluminum Ladder Co., Tarentum, Pa., recently developed a new warehouse, platform-type ladder which may be used to speed up handling and storage of products on shelves and bins. Casters on back legs make it easy to move from place to place.

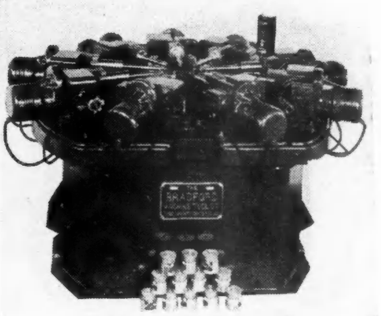
This new ladder, designated as solid-type No. 206 is made of 51 S. T. Alcoa aluminum, having a tensile strength of 48,000 lb. per sq. in. It only weighs 43 lb., yet it will easily support a load of 1000 lb. The bottom of the ladder measures 28 in. by 22 in. and the platform, 22 in. by 22 in. The platform is 66 in. from the floor.

## Drilling "Smoke" Holes

*. . . Bradford machine finishes 600 pistons per hour.*

The Bradford Machine Tool Co., Cincinnati, Ohio, recently developed a machine for the drilling of closely spaced small holes such as the "smoke" holes in automotive pistons. The pistons being drilled by the machine illustrated herewith have 18 holes so spaced that it is impossible to drill them all simultaneously, therefore the machine is devised to drill 9 holes, automatically index the piston 180 deg. and then drill the remaining 9 holes.

Spindle speeds are 5100 r.p.m., and indexing time for the 180 deg. index



Bradford machine for drilling "smoke" holes in automotive pistons

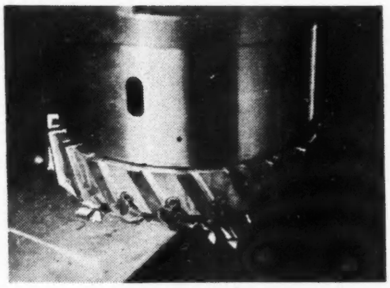
is less than ½ sec. The machine finishes 600 pistons per hour which is equivalent to 10,800 drilled holes. This high speed of operation and synchronization required the timing of some of the synchronizing cycles to within one tenth second.

## Face Mill

***. . . Problem of chip removal handled in new way***

The Ingersoll Milling Machine Co. in its new "Shear Clear" face mill has attacked the problem of chip removal in face mills in a new way. The cutting edges have been set at cutting angles so that the chip moves outwardly—away from the surface cut. This is said to eliminate any packing of chips in the face of the cutter. The finished surface is not scored by chips dragging along it.

To accomplish this cutting blades are set at negative rake and steep positive shear angles. The corner of the cutting angles is further broadly chamfered off to direct the chips outwardly. The combination of the angles and chamfer is varied to suit the work. The whole makes a very free cutting tool and in some cases a considerable increase in life between grinds has been effected. The use of the chamfer precludes the cutters from being used into sharp corners.



Cutter on Ingersoll face mill

## Collet Chuck

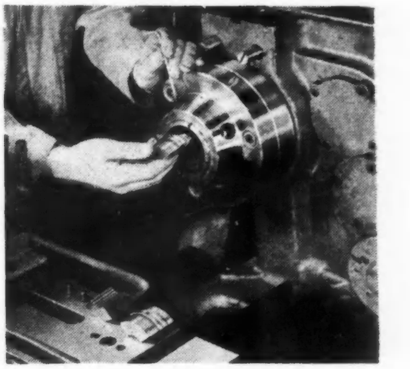
***. . . Pads may be removed and new set installed in 2 minutes.***

The Gisholt Machine Co. has announced new collet chucks of improved design for Nos. 3, 4 and 5 ram type universal turret lathes and 1L, 2L and 3L high production turret lathes. The chucks have capacities up to 2½ in. diameter for the ram type machines and up to 4½ in. diameter on the high production machines.

Removing pads from the new Gisholt collet chucks is said to take less than one-third the time formerly required and much less effort. It is only necessary to slip off the light aluminum chuck guard, after loosening a thumb screw, and take out the Allen cap screws that hold the pads in place.

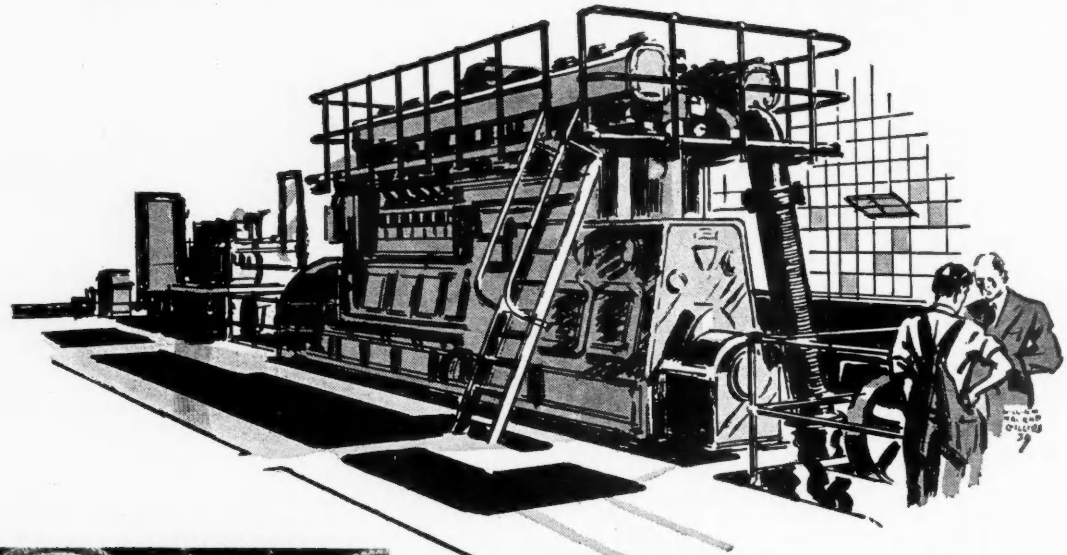
The new Gisholt collet chuck is of the push-out type. It has a four-jaw master collet provided with four accurately ground collet pads which holds the bar material very accurately on center. The hardened steel collet hood is bolted and keyed directly to the American Standard A1 spindle nose. The master collet is keyed to the collet hood. Holes through the collet hood permit the removal of pad screws and the changing of collet pads without removing the collet hood from the spindle.

The collet pads are located in an accurately ground groove and held by Allen screws. Ground collet pads are furnished to fit any size or shape of bar stock such as round, square or hexagon. All collet pads are ground on the outside and round pads are ground on the inside after hardening.



Gisholt collet chuck

# When you think of RUGGEDNESS you think of METAL...



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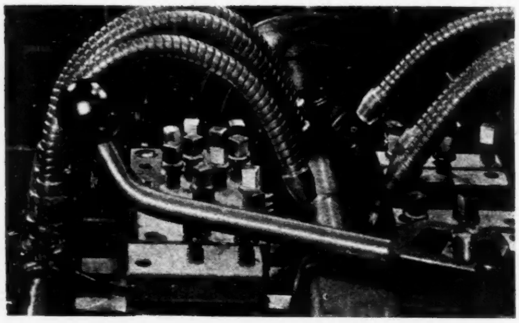

Coolant feeds on this machine tool are neat, easily adjustable and stay exactly where they are directed. Flexible METAL construction withstands wear, assures constant, free flow without danger of contamination.

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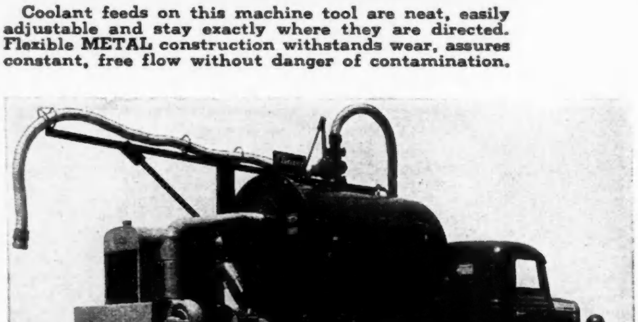

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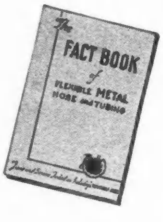


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